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Manufacturers' Record.

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An Iron Prediction.

On another page of this week's Manufacturers' Record Mr. Edward Atkinson, who ten years ago made a notable prediction about the production of pig-iron for 1900, takes the position that the annual supply of pig-iron, now a little more than 40,000,000 tons, must be increased to 60,000,000 tons surely by 1915, and probably by 1910, and that the United States must, under certain conditions, supply the greater part of this increase. This is published as a matter of wide interest, though the Manufacturers' Record cannot agree with many of Mr. Atkinson's views, which seem to imply free trade for raw material for the iron industry, the defeat of the ship-subsidy bill and other conditions.

Business Methods Advancing.

In an address in New York city recently Mr. James B. Dill, treating of business principles and local theories, argued that communities and States should be actuated by the same principles that give a man success in business or professional life. The business man and the business movement, he said, are making themselves felt in many lines, and they would be attracted or repelled just as they should be encouraged or oppressed. He said:

If States or municipalities improperly attack, if they improperly tax, if they attempt to rule upon the basis of the politician rather than of the business man, capital will surely take to itself wings and fly away.

The State which is ruled and governed by the politician upon political theories rather than by sound, honest business methods will find itself deeper and deeper in debt, will find itself without returns from taxation, because it will be without business and property to tax. "To him that hath shall be given, and from him that hath not shall be taken even that he hath," applies to the State as well as to the individual, as well as the suggestion that it is bad political policy to kill the goose that lays the golden eggs.

There is more need for economy and for business administration than for increased revenue. It is better to cut off the political hangers-on who live upon politics and are

fed by State revenues than to attempt to increase the taxation upon existing business. The business man always has and always will meet the attempt to unduly oppress either himself or his business by removing both his business and his residence out of the State.

The truth of these words is becoming more generally recognized with the progress of industry in this country. At the same time men having the material interests of their communities at heart are beginning to insist that public offices shall be filled by business men rather than by the mere party politician. There is a growing demand for policies that will advance the community's business and that will not be a drain upon enterprise and industry. This demand is confined to no section; it is strongest, perhaps, in great cities. But it is destined to have wider influence until the demagogue has become an inconsequential element in national life.

Common-Sense Conduct.

On another page of this week's Manufacturers' Record is a letter from Mr. Lawrence McRae of Charlotte, N. C., presenting some sensible views from the mill-worker's standpoint of the condition of operatives in the South. He acknowledges that the mills have given opportunity to a large number of persons to become more comfortable and happier than they were, and he gives the mill managers credit for doing everything possible for the comfort of the employees, though some of them have not the ability to meet the purposes of the management half-way. He says that the majority of the operatives are of a thrifty disposition, and want a chance to work regularly, to own a home and to deposit part of their earnings in bank, and that mill-owners on all sides are extending helping hands. Mr. McRae's impressions are similar to those of the judiciary committee of the lower house of the North Carolina legislature, which during the last session was charged with the duty of studying mill conditions. In its report recommending that action upon proposed labor bills be indefinitely postponed, the committee expressed gratification at the spirit shown by mill-owners in providing educational facilities and churches, and at the friendly relations shown to exist generally between owners and employees.

These observations are in line with the comments in a number of Southern newspapers provoked by the article of Mr. Edward H. Sanborn recently published in the Manufacturers' Record. The Greenville (S. C.) News is particularly earnest in its description of the change for the better in the lives of the workers brought about by the establishment of cotton mills, and says:

When we find money taking up an unfortunate people from a lower strata and starting it on the way to the top, it is then that we cease to cry out against its power and to inveigh against its centralization.

The News draws a comparison between the crowded life of the labor in

the sweatshops of great cities and the healthy surroundings of operatives in the Piedmont region of the South, and thinks that it is no wonder that the expert investigators write words of praise of conditions in the South.

The Nashville American regards the information given by Mr. Sanborn as calculated to lead legislative bodies to regard with a kindly eye the efforts of investors of capital in Southern manufactures, and at the same time will lead persons who have paid too little attention to the comfort and happiness of their employees to give more thought to them, not merely for the employees' sake, but for that of the factory owners themselves.

The understanding arrived at between the mill-owners of North Carolina and the State legislature upon the basis of a liberal agreement about the status of employees is an evidence of what may be accomplished for the good of all, provided common sense is allowed to dominate the situation instead of the labor agitator. The ultimate goal may not have been reached in North Carolina, but an example has been set there which may be profitably studied by employers and employees all through the South.

Burdens of the State.

Mississippi has within the past few years been changed in more ways than one. It is coming to the front as a manufacturer, its lumber interests are being developed, and its railroads are extending. The Meridian News calls attention to another change in the assertion that the day is past in Mississippi when a man can sail into office on popular prejudice against corporations. Commenting on this the Mobile Register says:

This is the best thing said in many a day. It is equivalent to the announcement that Mississippians have ceased to fight their bread and meat, and no longer follow after fancies, leading to ruin rather than to prosperity. What absurdity it was to imagine that Mississippi or any other Southern State could profit by passing laws to run capital out of the State! How much longer are they going to support those out-of-date editors and politicians who continue this absurd and at the same time harmful warfare? The News says the time has passed in Mississippi. Unfortunately, it has not yet passed in Alabama. There are still with us people who know no economical laws, do not care to understand the simplest rules governing the relations of capital to the prosperity of the country, and regard the possession of wealth as *prima facie* evidence of theft—the same wealth they themselves are striving to gain, be it remembered—and these continue to obstruct progress by preaching the doctrine of insecurity of investment. They are a great burden for the South to carry. When will it be unloaded?

Though Alabama is not the only State which has at times been liable to damage from the demagogue, Alabama is sharing with the rest of the South the benefits flowing from a suppression of the spirit which would assail a corporation merely because it was a corporation and representative of an aggregate of capital. What such assaults have cost the South in hard cash alone

is difficult to calculate. But the actual loss of investment has not been the only evil. Tirades of petty politics against the influences working for the material good have impeded the progress of the South in inducing caution on the part of investors, which is maintained long after the occasion has ceased to exist. That is the great loss. It is for such papers as the Meridian News and the Mobile Register to maintain their campaign against the demagogue, and to omit no occasion to further the ambitions of the men who would use politics to build factories and workshops in the South.

Revolution in Economics.

Hints are becoming more and more frequent in British trade organs of an increasing interest in the question of protection growing out of recent developments in American industry. One of the strongest of recent expressions of opinion on this point is from a New York correspondent of the London Ironmonger. Discussing the recent steel combination, he disclaims ability to forecast its immediate effects upon trade outside the United States, but asserts that in the long run British prices will be fixed by the United States. He writes:

It is plausible enough for people in Britain to reason that when coal gets cheaper and labor gets cheaper, and some other things happen, they can hold their own as they have held it in the past, but I can see no satisfactory foundation for an opinion of that kind. Where is Britain's tinplate trade? Where is her bridge and engineering trade? Does she ever expect to recover the first-named? And, candidly, is there any hope for a recovery of the second? Other branches might be instances; even shipbuilding, Britain's strongest interest, is in danger. The extensions of the American ship-yards are tremendous, but the fact seems to be overlooked that some of the largest merchant vessels, besides the most powerful and fleetest warships in the world, are being built here, and that this interest will expand as the locomotive, the railway and the tram-car business has expanded.

Opposed as I am by early training and association to the protective system, no way out of the dilemma seems possible except by a system of protection to be adopted by Great Britain and all her colonies and dependencies. Let Great Britain give a small bounty on colonial products, which will touch producers of cotton, grain, provisions and other American products, and you will soon hear from this side shrieks and howls in depreciation of the iniquity of such things. It "all depends whose ox has been gored." Possibly I may be out of my sphere in commenting on tariff matters. The question is often asked, however, what will become of Great Britain's trade supremacy? To which my reply usually is that when she once realizes what confronts her she will adopt new methods, both of attack and defence; but in the meanwhile the United States unquestionably dominates the entire situation, and all that can be done is to stand by and wait developments.

English commentators upon the situation are chary about using the word protection. The same hesitation is observed among those Americans who have long held to anti-protection theories, but who now are coming to the conclusion that perhaps it is time for them to change their opinions. But whether they call it protection, looking

out for number one, or taking care of one's self, or whether or not they are correct in their judgment about the necessity for a change of view. It is apparent that some sort of a revolution in sentiment is taking place, both in England and in the parts of the United States which for forty years and more have inclined to the dominant English economic view.

THE CHARLESTON EXPOSITION.

Wide Interest in the Success of the Undertaking.

Twenty States have already agreed to make exhibits at the South Carolina, Interstate and West Indian Exposition at Charleston next winter, and others will be represented by enterprising business corporations and trades bodies. The recent action of the Maryland legislature and of the Missouri legislature assures a good representation from those two States, while the exhibits from the West Indies and from Central and South American republics will be of great interest. The Cotton Palace, which will hold the place of honor in the Court of Palaces, is to be erected by Charleston, and will undoubtedly be the central feature of the exposition. It is proposed to show in it the cottonseed ready for planting, the cotton plant growing, the boll in its different stages, the seed cotton as picked from the boll, the lint as it comes from the gin, the model of the first gin, as well as of the old screw, the farmer's bale ready for the local market and the compress bale ready for the factories. The different processes of the cotton mill, showing the progress of the lint to finished cloth and all types of machinery used in cotton manufacture, will also be shown. This exhibit will include the display of all qualities of the product of Southern cotton mills, as well as of all the finer grades of cotton cloths not manufactured at the South, for the purpose of illustrating what the South has already done, and the field that still remains open for it. An exhibit of rope, cord and twine will be included in this display. It will readily be seen that this one feature alone of the exposition will appeal to a great number of interests, including the planters and the manufacturers of textile supplies, locomotives, steam engines and electric appliances.

Everything is now ready for bids on the Agricultural Palace, which is to be used as the South Carolina building, and it is expected that the work will be started as soon after the middle of April as possible. The Exposition Company has already \$200,000 in actual bona fide subscriptions, and more than \$100,000 has been actually paid in.

It is believed that the nearness of Charleston to the new West Indian possessions of the United States, the safety of navigation and the fine railroad and terminal facilities of the port will make this exposition of special value and importance to Southern manufacturers and merchants for the development of new and larger trade relations with the West Indies. Among the most effective workers for the exposition is the handsomely-illustrated magazine called "The Exposition," issued monthly under the management of Mr. W. H. Richardson. In its last issue it says:

"The exposition project never looked brighter than it does today. Hardly had the news of the failure of Congress to provide for a government exhibit at the South Carolina, Interstate and West Indian Exposition been received in the city of Charleston when the people began to show that their ardor and enthusiasm was, if possible, only heightened by this

unexpected setback. Words of encouragement, of hope, of confidence began to pour in at the office of the Exposition Company. Men called in to double their subscriptions and to pay up the whole amount in full, and a mass-meeting of the citizens of Charleston was called by the auxiliary board of the Exposition Company, and another of the women of Charleston by the board of women managers, to awaken renewed activity on all lines of exposition work. State and city pride is thoroughly aroused, and there is no doubt of the brilliant success of the exposition enterprise."

LITTLE ROCK'S BUSINESS.

Prosperity of Arkansas Reflected at the Capital.

[Special Cor. Manufacturers' Record.]

Little Rock, Ark., April 1.

The business situation in Arkansas continues practically unchanged, or, in other words, business is better than ever before known in the history of the State. Prosperity rules the country, whether it be the farm or city. The big decline in cotton did not affect the growers to any great extent, as they had generally disposed of the crop before the slide was reached. It is now believed that the Arkansas crop will go a little above 800,000 bales. The receipts of Little Rock to date have reached 180,930 bales, as compared with 122,258 bales for the same time last year. The cottonseed statistics are equally interesting. The four oil mills to date this season have received 3004 cars of seed, as compared with 2301 cars last season, a very large increase. Of oil they have shipped 311 cars, against 272 last year.

It is noticeable that while the hill country is being settled by the small farmers, who are diversifying their crops, the bottom country, where the better grades of cotton grow, is passing into the hands of the large owners, and many of the plantations are running from 1000 to 10,000 acres. As to the good policy of this I am not prepared to state. Of course, much of this land is leased to tenants, colored people, and while it is, of course, profitable to the owners, there is not much opportunity afforded the colored laborer to become an owner even should he desire, which is not often the case.

The Beal-Doyle Dry Goods Co., capital \$500,000 was organized today, wholesale; J. T. Beal, president; J. E. Skillern, vice-president, and T. M. Doyle, secretary and treasurer.

The Capital Furniture Co., a new industry, turned on steam today for the first time. It will manufacture medium goods. The skilled labor was brought from Rochester, N. Y.

The owner of a Northern cracker factory is here figuring on moving his plant to this city.

The legislature is still in session, having completed its third month. Up to this time nearly all of the drastic legislation inimical to the progress of the State has been killed.

The citizens are now raising a bonus of \$100,000 to be given to the Iron Mountain Railroad Co. The proposition was made by the Board of Trade to the company to donate this sum if the company would increase the number of employees in the shops from 1000 to 2000 and increase the monthly pay-roll from \$80,000 to \$160,000 and use the bonus in erecting permanent shops of brick, stone and iron. The company accepted the proposition, and the new plant will cost about \$1,000,000. About one-fourth of the bonus has been subscribed. It is to be paid in monthly instalments as the work on the buildings progresses.

GEO. R. BROWN,
Secretary Little Rock Board of Trade.

OUTLOOK FOR IRON IN THE NEXT TEN YEARS.

By Edward Atkinson.

[Written for the Manufacturers' Record.]

Since you have several times given me the opportunity to present some long-distance views of the iron trade in your columns, presenting what at the time seemed to be rather rash prophecies, I venture once more to call attention to existing conditions, and to what they mean. I will take as my text Mr. J. S. Jeans' article upon the "Situation and Outlook of the World's Iron Trade," printed by you March 21.

In that article Mr. Jeans says: "The iron-making and steel-producing resources of the world are equally in excess of the actual requirements, and are likely to be a good deal more so in the not distant future."

Then reciting the various increases of different countries, he remarks: "The united capacity of the new furnace plants under construction is therefore from 6,000,000 to 6,500,000 tons of pig-iron a year." Mr. Jeans asks: "What is likely to be the world's demand for pig-iron in the near future?" "So far as it can be estimated, the actual output of pig-iron throughout the globe was about 39,500,000 tons in 1899 and about 40,500,000 tons in 1900."

Again he says: "In view of the facts and figures just recorded, it seems probable that we shall shortly experience all the unfortunate results of overproduction of pig-iron." I think Mr. Jeans does not show his usual foresight.

It will be remembered that in 1890 I ventured to predict that in the year 1900 the production of pig-iron might reach 40,000,000 tons, and might be insufficient for the supply of the world. It did reach that quantity, and although a severe check was put to consumption by the excessive prices attained, especially of coal in Great Britain, with temporary check to the output of iron, yet at the reduced prices of recent months the demand has again overtaken the supply, and at the present date (March, 1901) a "boom" is again reported in this country, which cannot fail to extend. It will also be remarked that at the lowest point of the recent depression of prices stocks failed to accumulate anywhere in any large measure, and the price did not fall to any unprofitable point in respect to the product of well-placed modern works capable of attaining a low cost—our product is now passing the largest previous record.

Doubtless during the last boom many ill-placed or played-out furnaces in this country were put in temporary blast, while in Great Britain yet greater numbers were kept in blast which are wholly out of date. These plants must be replaced by new works, up to date, if the ironmasters of Great Britain can see the way clear to meet the increasing cost and scarcity of coking coal and the apparent near exhaustion of ores suitable for making steel at any point of easy and cheap transportation.

Our old or misplaced furnaces are being rapidly replaced by modern types. The recent opening of vast deposits of rich steel ores in the maritime provinces of Canada close to deep water, of which you have made a report, may enable Great Britain to keep in line, but as these deposits are adjacent to abundant deposits of coking coal and limestone, perhaps British iron and steel works may have to be in part removed to this continent in order to continue.

I am therefore inclined to adhere to the third prophecy which I have already made in the last twenty years, and to repeat it on the basis of existing conditions,

viz.: The supply of pig-iron, now a little over 40,000,000 tons, must be increased to 60,000,000 tons surely by 1915, probably by 1910.

The United States must supply the greater part of this increase, and if common sense prevails, leading to the enactment of a reciprocity treaty with Canada, or yet more, if all duties are presently removed from the import of ores from Cuba and Canada and of old scrap iron and steel from all parts of the world, the iron and steel industries of the Atlantic coast will soon be unable to supply the export demand, and the iron furnaces and steel plants in the interior will soon be unable to supply the domestic demand.

The per capita demand for iron is a sure standard. As it rises the increasing supply generates an accelerating demand (subject, of course, to temporary setbacks in periods of general commercial depression or crises).

When I last addressed you the consumption of this country was computed at about 350 pounds per head. What is it now? Perhaps Mr. Swank can tell us. What must it be when the enormous capital accumulated in the last two years is invested in the necessary extension of railways; in the yet more rapid construction of electric tramways; in merchant steamers now certain to be constructed on a large scale, since the fear of subsidized lines has been removed by the final defeat of the bounty bill, and in the vast increase of steel-framed structures of every kind?

If the consumption of iron and steel in this country reached 350 pounds per head in 1899-1900, is there any doubt that it will reach 400 pounds per head in 1902, when our population will number approximately 80,000,000?

If such figures are attained, then the domestic consumption of this country only will reach 16,000,000 net tons of 2000 pounds each.

Under such probable conditions, what becomes of our export trade? What becomes of the fear of our British friends that we shall dump great quantities of iron and steel upon them at less than cost?

We have a little more sense than the German and French protectionists, who pay heavy bounties on the beet-sugar industry, make their own consumers pay excessive prices and dump the surplus on Great Britain at less than cost, thus enabling her people, who produce but little fruit and no sugar, to become the greatest purveyors of marmalade, jams and preserves of the world.

When we get free sugar the farms of the South and the dairies of the West will have their great boom in providing fruit and milk to the canneries, and we shall take the paramount position in the export of preserved fruits and condensed milk.

But we must go back to iron. Suppose we look ahead to 1903 at a consumption, say, of 425 pounds per head and about 82,000,000 people; that will call for 17,420,000 net tons of 2000 pounds of domestic consumption only.

The increase in our consumption of iron from 1880 to 1890 was from 200 to 300 pounds per head, or an average of ten pounds per annum. It is now increasing at a very much greater ratio. Where and when will it stop?

Turning now to Great Britain, what are the necessary preparations which she must make to meet competition or lose her place among the great commercial and

manufacturing States—a condition which some silly people anticipate?

Overconfident in the commercial supremacy which our protective tariff has given her for so many years, until we had, in respect to iron and steel, surmounted this retarding influence upon our industrial progress, she has suddenly waked up to the emergency and with her customary courage and energy is about to meet it. The excess which our consumers of iron paid over British consumers 1880-1889, ten years, average \$7 per ton on an average consumption of 10,000,000 tons a year, equal to \$700,000,000. During this period British machinists were protected from our competition by this advantage in prices. At that cost, or in spite of it, our iron furnaces were developed. As soon as the price was equalized here and abroad our exports began.

It is very unfortunate for us that such reliance can be placed upon the energy of our kin beyond the sea. No greater misfortune could happen to us than the loss of our British market for nearly half our total exports of food, fabrics and fibers, such as would occur if her commercial position were greatly impaired. Nothing can be more shallow than the idea that this country can make any permanent gain through the misfortunes of our customers. Has there not been a trace of this misapprehension in your own theory that the South might take over the cotton manufacture from New England? As if the world's demand would not call for all the cotton fabrics we can make when we get on a free-trade or tariff-for-revenue basis!

In this undertaking to bring British workshops, railway and other great plants into the conditions now necessary, the domestic demand for iron and steel will be very greatly increased, and although we may take over an increasing share of the export traffic, her furnaces will all be needed.

The increasing cost of fuel on the Continent of Europe stands in the way of any rapid increase in her supply of iron, even if the contest with the agrarians and the jingo or military classes did not cripple German energy. Russia will need more iron than her own furnaces can supply for many years.

On the other hand, when the temporary aberration from common sense, if no worse name is applied to the warfare in South Africa and the Philippines, has spent its force, the peaceful pursuit of commerce will call for iron and steel in increasing quantities everywhere.

Five States now supply 90 per cent. of the world's demand for iron—the United States, Great Britain, Germany, France and Belgium. Outside their area are over 1,200,000,000 people creating a constantly increasing demand for iron.

Our consumption is about 400 pounds per head, 16,000,000 net tons, 14,300,000 gross tons of 2240 pounds each out of 40,000,000 maximum. That leaves 24,000,000 tons for the rest of the world, most of it consumed by the four European States named in their domestic consumption. Divide 24,000,000 tons by over 1,400,000,000 population outside the United States, and we get an average per capita of less than forty pounds, or only 10 per cent. of our own consumption.

How quickly would this consumption be doubled if we removed the obstruction of a tariff enacted for "protection with incidental revenue," and began to exchange the products of our iron and steel works and of our cotton mills for old scrap iron for ballast, with wool, hides and other crude products of Asia, Africa, South America and Australasia, taken in payment, free of taxes.

In 1890, when our domestic consump-

tion of iron was 300 pounds per head, that of Great Britain, France, Germany and Belgium was 175 pounds per head; that of the rest of the world only eleven pounds per head, amounting to about 6,000,000 tons.

Suppose that consumption of 1,200,000,000 people to be only doubled to twenty-two pounds, the increased demand would call for 6,000,000 tons. With the expansion of commerce which we may anticipate when we open our own door and cease to take part in the war of tariffs, such an increase would be far exceeded.

Suppose European States combine to protect their semi-pauper labor at high cost against our high-priced labor at low cost by trying to put prohibitive taxes upon our food, fibers, iron and fuel; the only effect must be to increase the cost of their own manufactures, crippling themselves and giving us the paramount position in the great commerce of the world with the open door to both exports and imports.

In thus repeating the prophecy that the existing iron furnaces and steel works of modern construction and efficiency are now barely equal to the present demand, and will soon be incapable of meeting the increase, I take issue with Mr. Jeans, hoping that our kin beyond the sea, who are our largest customers, may join with us in the progress of industry without fear of any surplus stock of iron being sold to them at less than cost, however effective or ineffective great combinations may be in reducing the cost of steel.

No combination can corner the steel of the world, however powerful. No combination can corner the steel even of this country when we put iron, steel, ores, coal, old scrap, etc., on a free-trade basis.

I have said nothing of the probable application of crude petroleum to the great iron resources of Texas. That is another chapter of the same story, soon to be developed with great vigor.

In this letter I have used round figures, disregarding fractions. The margin for error or variation is small, and if absolute figures were computed no possible correction could alter the dates given when the expected results will be witnessed by more than one or two years.

One caveat must be entered to save my reputation as a prophet. In order that the full benefit of peace, order and industry may be attained and the full expansion of commerce may be enjoyed, criminal aggression upon China must be ended, by which the purchasing power of the Chinese has been for the time destroyed; the brutal devastation of South Africa must be ended, and the slaughter of the people of the Philippine Islands must be stopped. None but brutal governments have ever sought to extend commerce by force, and none have succeeded without expending hundreds of dollars for every dollar of trade thus gained. Lives are cheap, and seldom trouble the jingo and imperial rulers when sacrificed.

War makes a temporary demand for iron and steel, but in the end reduces the demand by burdening the aggressors with debts and taxes, while by depriving the oppressed of their liberty it destroys the incentive to industry. My forecast of an accelerating demand for iron is based upon the conviction that the promoters of warfare in the great manufacturing nations, the United States, Great Britain, France and Germany, will be exposed,

and that public opinion, sure but slow in action, will compel governments that possess or have assumed imperial or arbitrary power to cease their destructive course of rapine and plunder.

It may also be possible that under the stimulus of recent excessive prices new furnaces may have been started which

are about to come into use beyond the immediate need of the world while disturbed even by petty wars which have gravely restricted commerce while imposing most oppressive burdens upon the debt and army-ridden nations engaged in the wars in the East and in Africa. It will, however, be remarked that many of these furnaces will merely take the place of the old or out-of-date furnaces which were started up during the last boom, but may never be started again. Therefore, the real capacity of existing furnaces may be less than the nominal capacity if all are counted. The forecast which I have ventured upon in this paper is intended to cover a long period, subject to the temporary fluctuations and variations which affect every branch of industry at certain times.

Brookline, Mass., March 24.

BIG CONSOLIDATION PROPOSED.

An Effort to Combine All Alabama Iron Companies.

Efforts are being made by leading New York financiers to bring about a community of interest or actual combination of the leading iron companies of Alabama, having in view the possibility of an eventual consolidation of all the leading iron interests in the country making foundry iron. The foundry-iron producers are about the only large interests that have not consolidated, and under the lead of New York financiers it seems quite probable that the Alabama interests will first be brought together, and afterwards the foundry-iron producers of others sections may be brought into the same combination. In view of the fact that the makers of foundry iron, especially those in the South, are in active competition with each other, and that the Alabama companies, instead of being united in competition with the outside world, are largely competing against each other, it would seem that there is an unusually attractive basis for a great consolidation. The leading companies in Alabama, which, it is claimed, are being figured on for a consolidation, are the Tennessee Coal & Iron Co., the Sloss-Sheffield Steel & Iron Co., the Alabama Consolidated Coal & Iron Co., the Woodward Company and the Alabama furnaces of the Republic Iron & Steel Co. Of course, some of these companies may decline to enter into any consolidation, and in view of the activity of the market and the heavy sales of iron made at profitable figures, none of them will likely care to consider a consolidation except on a basis attractive to their present stockholders. Even should the present negotiation fail to materialize, it is quite possible that the project of bringing all the foundry-iron makers together, having been once started, will eventually, in one way or another, be worked out. The Manufacturers' Record believes that such a consolidation would be of very great value to the iron interests of the whole South, and greatly aid in the upbuilding of that section.

The Pig-Iron Market.

Matthew Addy & Co. of Cincinnati in their weekly report say:

"The week has opened with heavy inquiries in all directions. These inquiries are for all kinds of iron, with foundry brands in the greatest demand. March was in every way a satisfactory month. It witnessed continuous heavy buying, and April bids fair to follow its record. It also was a month of heavy shipments. The furnaces were urged by consumers to ship iron in many cases faster than contract specifications. As a result, there will be a decided change in the statistical showing of stocks on hand. These stocks

will be shown to have been greatly reduced. This month promises to just about wipe out furnace stocks, except the little lots that necessarily remain on hand. And the iron has not simply been transferred from the furnace to consumers' yards—it has been actually used, for in every branch of work there is the most intense activity. From what our customers tell us, they feel tolerably well assured that 1901 will be one of the greatest years in the iron and steel trades that America has known.

"The particular feature of current sales is the large proportion of iron being sold for shipment over the last half of the year. The Ohio furnaces have sold large quantities of malleable iron for this delivery. Northern foundry iron for nearby shipment is now practically out of the market. Such was the tonnage of new business last week for Northern iron (Ohio foundry and malleable) that prices advanced fifty cents per ton.

"The accumulation of gray forge in the South, of which so much was said in January, is now a matter of the past. It has all been sold. In the first place, this accumulation was largely a myth—that is, there was never on hand the quantity reported by those who did not know, but who were interested in bearing the market. Gray-forge iron now promises to be as scarce as the other grades of Southern pig."

IRON SELLING MORE FREELY.

Conditions in the Birmingham District Are Favorable.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., April 2.

The advance in price of iron was no bar to a good business last week. There were a good many orders in again for prompt shipment and nearby delivery, and they were not in all cases acceptable. One large interest reports that for Nos. 1 and 2 foundry and No. 2 soft they can take no further orders up to July, having sold fully up to anticipated output. The majority of the furnace interests are similarly situated as to other grades. One seller reported sales for the month as equal to the output of one and one-half months. Others have sold more freely, and the transactions for the last half of the year are on the increase. There is nothing of an unfavorable character in the outlook so far, and the situation is satisfactory to sellers.

Some gray forge sold at \$10.50 and some at \$10.75. There was one sale at \$10.75 on analysis. While it would not grade above gray forge, analysis showed its value for certain purposes and secured its sale. No. 4 foundry is \$11 to \$11.25; No. 3 foundry is \$11.25 to \$11.50, and No. 2 foundry is \$11.75 to \$12. It must be remembered that this grade is in light supply with all the furnaces. Some basic iron sold at \$12, but no large lots. These letters have reported for some time back this grade as hard to obtain, but on every advance some comes out from an overlooked corner. The authentic statement of stocks in furnace-yards has not as yet been given out, but as predicted awhile back, they will show a reduction.

No. 1 furnace of the Republic Iron & Steel Co. at Thomas will be blown in this week. At Sheffield the Lady Ensley furnace of the Sloss-Sheffield Company was blown in on last Saturday. The Tutwiler Coal & Iron Co. increased last week its capitalization from \$50,000 to \$1,000,000. Just how much of this increase is in solid cash is not stated, but a goodly amount of ore and coal properties goes into the deal. The company operates only one furnace at present. If any additional furnaces are contemplated it has not been

announced. The Messrs. Adlers go into the corporation, and one of them becomes the general manager. The reorganized corporation will control some fine properties, and in its management will have the benefit of ample capital and successful experience.

At the steel mill a fine trade is reported; in fact, more business is offering than can be conveniently cared for, and the mill has registered so far only such sales as suited its convenience.

The business of the bar and rod mill keeps the management constantly on the move. There is no surplus stock accumulating, but the movement is straight from the various shops to the cars.

In real estate there is a very healthy movement. The Birmingham Realty Co., with a large force is at work paving and grading streets on its property and making it attractive to purchasers. Several additions have been made, and more are contemplated, and money for permanent investment seems plentiful. An outside party, who has plenty of faith in the future of Birmingham, has offered to place \$200,000 in an office building if an additional \$150,000 was subscribed by Birmingham people. This makes its materialization a doubtful thing. J. M. K.

ENGLAND IS THINKING.

Various Opinions About American Industrial Competition.

The organs of the iron and steel trade in Great Britain are watching closely the developments in their line on this side of the water, and their comments are quite suggestive. The organization of the United States Steel Corporation has started the discussion afresh. The Iron and Coal Trades Review records the fact that the Northeastern Steel Co. has, for the first time, been unable to pay a dividend, mainly in consequence of American competition, and referring to the arrival at Glasgow of the general sales agent of the Dominion Iron & Steel Co. of Sydney, Nova Scotia, for the purpose of making arrangements for the disposal of the pig-iron which the company will shortly be in a position to produce on a large scale for European consumption, says:

"The Dominion Company expects to be able to produce pig-iron at least as cheaply as it can be produced on any part of the American Continent, and it has this advantage, not shared by many, at least, of its American rivals, that its works are located on one of the finest deep-water harbors and coaling stations in the world, and are only about 2300 miles from the chief European markets, against 3600 miles from Pittsburg. The company expects to begin with an output of 1200 tons of pig-iron per day. In the meantime, at least, the operations of the company are to be limited to the production of pig."

The Iron and Coal Trades Review says that there is exhibited by some a weak-kneed fear and trembling that British makers are about to find their occupation gone, but it adds:

"It is satisfactory to find that there are no evidences of panic apparent, very little alarm, and in some quarters a well-balanced optimism which takes the outward form of a philosophic indifference. While the last is doubtless more assumed than real, the general impression gathered from a survey of the steel trade is one of confidence in the ability of this country to hold its own and to withstand the attacks of the great American octopus. 'The reason the Americans are coming in just now,' said a Sheffield steel manufacturer the other day, 'is because this is their opportunity on account of our dear coal, and the consequent dearness of man-

ufactured articles.' And he added: 'They have always been ready to come into this country when they had nothing to do in their own. They are overproducing for their demand, and they are trying to rid themselves of this overproduction in England and in British markets.' Another steel man declared that the Americans could not deliver English billets in this country, freights included, so cheaply as we can manufacture them, while a third was firm in his belief that 'America cannot touch England in the production of steel on level ground.' However all this may be, the inherent artificiality of the new move seems generally appreciated, and in influential quarters there is a welcome absence of 'funk' which anxieties and uncertainties are so apt to excite."

So the Colliery Guardian, which detected something of a panic in British manufacturing circles because of the "monumental dimensions and splendid resources" of the United States Steel Corporation, doubts that it threatens even a tithe of the ruin predicted. It says:

"The secret of American competition, which has been most severely felt in the steel trade, lies in the fact that the United States, with its vast resources in the way of raw material, has of late been turning out more of the finished products than there was a home demand for. To suffer these surplus products to remain and glut the market would have brought down prices to an unprofitable level, and thus there was no alternative but to sell them abroad at any price they would fetch and make the supply more nearly correspond to the demand at home. This policy has been disastrous to foreign competitors, but it would be folly to imagine that it commanded itself entirely to American manufacturers. The avowed object of the promoters of the great steel trust is, by securing a universal control, to regulate the supply to the demand in America, and not to cut out their European competitors by selling their wares abroad at prices which cannot possibly bring them any considerable measure of profit with freights ranging so high. If this view of the case be correct, we may hear considerably less about American competition in the days to come. There is another aspect of the question to which attention has been drawn this week by the proposal of Messrs. William Jessop & Sons of Sheffield to set up a branch establishment in the United States. The directors wisely recognize that this is the only method of keeping their custom in that country, and it is matter for some surprise that they have been able to maintain that custom in the face of duties as high as £12 and £13 per ton. It is an agreeable testimony to the merits of British workmanship, and at the same time confirms the impression that American manufacturers probably make their countrymen pay considerably more than foreigners for their goods."

The action of the Jessops is thus viewed by The Ironmonger of London:

"The movement among British manufacturers for establishing in certain highly-protected countries works of their own from which to supply their customers in such markets continues to grow apace. At the annual meeting of William Jessop & Sons (Lim.) of the Brightside Steel Works, Sheffield, the chairman announced that the management are considering a scheme for manufacturing certain qualities of their steel in the United States in order to escape the heavy duties charged on foreign steel entering the American ports. Another consideration which seems to be weighing with the directors in the matter is the cheapness of fuel in America and the probability that the

British coal owners will succeed in maintaining their high prices for some considerable time. In considering the establishment of an American branch Jessop & Sons are only following the lead of two other great Sheffield steel firms, namely, Thos. Firth & Sons and Seebohm & Dieckstahl. Nor is the exodus confined to the United States. J. J. Saville & Co. of Shoreham street, Sheffield, are laying down a plant in Russia for the production of crucible-cast steel, while Chas. Cammell & Co. and Thos. Firth & Sons, who have for years past sent enormous quantities of files to Russia, are now manufacturing those goods in the Czar's dominions. Should the German duties on imported steel be increased, it is more than probable that one or two Sheffield houses will find it necessary to adopt similar tactics with regard to Germany, as the only alternative of at once losing part and eventually the whole of their connection in that country.

"The heavy duties on goods imposed abroad are, of course, added to the price of the articles, and must ultimately be paid for by the consumer, the result being an abnormal sale-price, which greatly restricts consumption. Jessop & Sons' difficulty in maintaining their foothold across the Atlantic has been increased by the combination of American crucible-steel makers, to which we refer in our market reports of this week, and by disputes with the American customs authorities."

MANY DERRICKS RISE.

Surprises Still Given in the Beaumont Oil Field.

[Special Cor. Manufacturers' Record.]
Beaumont, Texas, March 31.

The past week in the Beaumont oil field has been one of excitement and surprise. There have been plenty of both, and ample reason therefor. Practically two new gushers came in, and both under conditions rather surprising. The first well to come in was that of the Texas-Western Oil Co. (formerly the Southwestern Oil Co.), bored on the Adams tract, about three miles south of the city, and half a mile from the Lucas gusher. The principal feature of interest is the fact that oil was struck about 300 feet higher than the Lucas gusher, the latter being 1300 feet and the Texas-Western being only 1050 feet. Another remarkable fact is that the drill went through seventy-two feet of very nearly pure sulphur. The well is of great capacity, and while the oil was not allowed to flow for long, and then even only under very difficult conditions, it spouted sixty feet in the air.

The Texas-Western Oil Co. is represented in Beaumont by D. R. Beatty of Galveston. The company, under the name of the Southwestern Oil Co., has been an extensive operator in the Corsicana field.

The well is considered much better than the Lucas, for in this case there is a six-inch casing down to the oil, while in the Lucas there is nothing, for a goodly portion of the depth, but a bare hole, it being remembered that the four-inch pipe was blown entirely out of the well.

W. B. Sharpe, boring a well for the J. M. Guffy Co., brought his well in rather unexpectedly. A few days ago the drill struck the rock, below which the oil is supposed to be, and stopped operations so as to change from a rotary to a cable rig, in order that he might not have a lot of pipe in the well. When all was ready a bailer was sent down to bail out the water. When the first bucket came up it was full of oil, and the well immediately overflowed, and then the oil blew up for twenty or thirty feet high. This soon stopped, when the bailer was sent down

again, with the same result ad infinitum. The theory for this action was that the oil had flowed in the well through a crevice in the rock. The well will be put through the rock, and by the time this is ready this well will be gushing as strong as the Lucas. This is backed by facts and opinions of every oil operator here. The well by the local oil men is considered as a settled affair.

The effect of the "bringing in" of these two wells is worth millions to this section. It proves that the Lucas well is not merely a freak of nature; that the field has at least extent of area sufficient to make this section one of the largest oil-producing markets in this country. The excitement in the city and surrounding country has been intense, and again there has been trouble in the visiting population securing accommodations. Land values have been steadily ascending, and now large bonuses are beginning to be paid those who have desirable acreage within the magic limits for lease.

There will doubtless be known within a week the result of the boring of three or four other wells. The Star and Crescent, a stone's throw from the Lucas, is expected in any day. Indeed, some peculiar freaks of nature are now being experienced there. It is thought that J. C. Stribling's well, about half a mile or so from Lucas, will come in within the next two or three days. Dewey Haywood, who is boring a well in a direct line between the Lucas and Texas-Western, is expected to bring oil in his well by Tuesday at the latest.

There is also considerable interest manifested in the results of the outside boring that is being done. At the present time there are probably twenty-five derricks within two miles of the Lucas geyser, and the public is anxiously awaiting the results to be obtained from those on the outer edge of the circle. It is conceded that those on the inside will strike oil, but there is nothing certain, of course, about the outside wells.

The effect of the discovery of oil on the progress of Beaumont seems almost magical. Plans have been drawn and contracts made for a four-story building, which will be used principally for an opera-house, the upper floors being occupied by local clubs. Holmes Duke, Esq., has just received plans for a three-story brick hotel he purposes erecting at once. V. Wiess is about ready to let the contract for a five-story office building. And so it goes. There are innumerable smaller buildings, such as two and three-story brick office and store buildings, going up.

The stockholders of the Dixie Oil Co. have elected W. H. Paulhamus, I. R. Borgardes, J. E. Broussard, M. Schumacher, D. Call and John L. Keith, directors. J. E. Broussard is president; John L. Keith, vice-president; Edgar B. Piper, secretary, and D. Call, treasurer. This company was recently organized, with a capital of \$100,000. The company owns 1100 acres of land in the McNabb and Wilson leagues.

In the Kentucky Oil Field.

[Special Cor. Manufacturers' Record.]
Somerset, Ky., March 29.
The Somerset Oil Co. of this city, which has been drilling a well in the Wayne county (Kentucky) oil fields, last Monday struck at a depth of 800 feet one of the best wells in the history of the Kentucky field. The well was at once closed up, and remained so until yesterday, when employees of the company undertook to drill deeper, when the oil commenced to flow rapidly, flowing over the derrick. Over 200 barrels of oil was lost before the well could be stopped. Oil was struck at the depth of a regular strata, and it is thought

on going a few hundred feet deeper a larger pool of oil will be struck. Several parties from this place have gone to Wayne county, in the vicinity of the new well, and are rapidly leasing territory. The National Transit Co., which is on the Somerset & Slick Ford Pipe Line, has ordered a large tank to be placed at this well, and the new pipe line which it proposes to build from this place to Fentress county, Tennessee, will pass through the new field. The recent strike has caused no little of excitement in this and Wayne county, and developments on a large scale in this territory are now expected. The oil discovered is of amber color, and the finest grade of lubricating and illuminating oil, and is more valuable on account of the fact that the Standard Oil Co. is now purchasing all of the oil it can get out of the Wayne county field and shipping it from this place. Several local parties are organizing oil companies, and development will be pushed rapidly from now on.

J. P. HORNADAY.

The Norfolk Railway & Light Co.

The recent sharp advance in the stock of the Norfolk Railway & Light Co. calls attention to the remarkable growth of that city, whose prosperity and increase in population necessarily add to the prosperity of the Railway & Light Company. Starting at Old Point, one of America's most noted resorts, on through Hampton to Newport News, then across the river to Portsmouth, and again to Norfolk and back to a point opposite Old Point, is encircled one of the world's future greatest business and commercial centers. Every visitor to the Old Point hotels, to the great fort, to the shipyard at Newport News, and every ton of freight handled in the Hampton Roads area, is contributing to the expansion of Norfolk.

Any prediction as to the future population of the Norfolk territory would seem visionary to those who have not studied the general conditions, and especially of those who have not realized the tremendous growth of the coal trade, which is even now aggregating 6,000,000 tons or more a year at Norfolk and Newport News, and which must double and in time more than quadruple, for the coal development of West Virginia, which finds an outlet through these ports, has scarcely begun. This can be appreciated from the simple statement that Great Britain, with less than one-half as much coal area as West Virginia, has an output of over 225,000,000 tons a year, against 20,000,000, the present output of West Virginia. All of the growth of this traffic centering at these ports will add to the prosperity and progress of Norfolk, and it is doubtless in the light of these facts that investors seem to be laying away the securities of the Norfolk Railway & Light Co.

Atlanta business men have become interested in the steamboat line between Chattanooga, St. Louis and other points, and are making arrangements to have all freight shipped by this route to Chattanooga from the Northwest, thence to Atlanta by rail. H. L. Smith of the Atlanta Chamber of Commerce is agitating the plan.

Dr. William B. Clark, State geologist, and other members of the Maryland Geological Survey are preparing for the Pan-American Exposition at Buffalo and for the Charleston Exposition an interesting exhibit of the mineral wealth of Maryland and of the methods of the highway of the survey.

A dispatch from Galveston says that the Texas Star Flour Mills will make a test of oil for fuel instead of coal.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Two New Texas Lines.

In a letter to the Manufacturers' Record Mr. W. G. Ragley of Timpson, Texas, president of the Timpson Northwestern Railroad Co., writes that surveys have been completed for the first section of the road between Timpson and Ragley, in Panola county, a distance of ten miles. The work of grading this section has also begun. The road is to be standard gauge, and may be eventually extended to Henderson, Texas, a total distance of thirty-two miles. A. H. Schluter is vice-president, and M. J. Ragley, secretary, of the company.

The Manufacturers' Record is officially informed that contracts for constructing the Orange & Northwestern Railroad are now ready to be let, the materials to be furnished by the company. The equipment will consist of 60-pound rails, for which a contract has been made with the Pennsylvania Steel Co. The rolling stock will consist of 10-wheel locomotives, which, as well as the necessary cars, switches and bridge material, are yet to be purchased. The road is to extend from Orange to a connection with the Gulf, Beaumont & Kansas City Railroad near Buna, Texas, a total distance of thirty miles. It will also connect with the Kansas City Southern and the Southern Pacific systems. G. Bedell Moore is president of the company.

Brunswick & Birmingham.

The Maryland Steel Co. at Sparrow's Point is now loading 1000 tons of steel rails for shipment to the Brunswick & Birmingham Railroad. This shipment, the Manufacturers' Record understands, is to be followed in rapid succession by others. Good progress is being made in the construction of this line, and while the builders of it are reported as laying their plans at present only for the building of the line to Birmingham, very considerable interest is reported from the Pacific coast. According to San Diego papers, the people of that town are very greatly interested in the possibility of its construction to that point, and it is stated that leading financiers in San Diego and other parts of California are so anxious for the road that they would invest very liberally in its securities if the builders can be induced to construct the line out through Arkansas and Texas to California.

Abbeville to Nacogdoches.

A correspondent of the Manufacturers' Record says that prospects for constructing the railroad between Abbeville, La., and Nacogdoches, Texas, are very favorable. As already stated, Western parties have become interested in the matter. They include J. W. Orr, president of the Citizens' Banking Co. of Champaign, Ill., and Joseph Braden of Chicago, one of the directors of the Chicago Drainage Canal Co., and A. Sherwood, formerly general manager of the Kansas City, Pittsburg & Gulf system. The line would connect with the Kansas City, Watkins & Gulf Company, and at Nacogdoches with the Houston, East & West Texas system.

Mississippi Sound & Northern.

The Mississippi Sound & Northern Railroad is the latest railroad project in Mississippi. The company proposes building from Ansley station, on the Louisville & Nashville Railroad, to Pearlington, Miss. The line will connect the Louis-

vile & Nashville and the Gulf & Ship Island railroads. Timber lands along the route are among the reasons for promoting the railroad. M. E. Ansley is the president of the new company; H. Dudley Coleman, vice-president, and C. D. Stuart, secretary and treasurer. The three, with L. J. Henderson and W. F. Brewer, constitute the board of directors.

Important West Virginia Project.

In a recent issue of the Manufacturers' Record reference was made to a company called the Potomac & Pocahontas Railroad, chartered to build in West Virginia. A correspondent of the Manufacturers' Record states that the line is being promoted from the town of Keyser to Franklin, through portions of Mineral and Pendleton counties, a distance of eighty miles. The principal office will be at Keyser, where connection will also be made with the West Virginia Central. Surveys have been made for the road, in which, it is understood, the United States Leather Co. is considerably interested. It will traverse a section of the State which is heavily timbered. T. G. Pownall, who, it is understood, represents the United States Leather Co. at Cumberland, Md., as general superintendent of its tanneries in Western Maryland and West Virginia, is reported as one of the promoters.

New Clyde Liners.

The two steamships which are to be added to the fleet of the Clyde Line are to be named the Apache and Arapahoe. They are of the same dimensions, being 310 feet in length, 46 feet beam and 31 feet depth, with a cargo capacity for 3000 tons and accommodations for 200 passengers. Engines powerful enough to give them a speed of fifteen knots an hour will be installed, while each vessel will be heated by steam and lighted and ventilated by electricity. The Cramp Ship & Engine Building Co. of Philadelphia has the contracts, both of which will be completed during the present year. With the new ships the Clyde Company will have a fleet of seventeen seagoing vessels and several steamboats plying on inland waters in connection with South Atlantic seaports.

Oil for Locomotive Fuel.

It is announced that the Gulf, Colorado & Santa Fe Railroad Co. has decided to test the use of oil as fuel on a number of its locomotives on the Texas lines, and has ordered six to be equipped with oil tanks and apparatus for supplying it to the furnaces. The fuel will be secured from the Texas wells. The Southern Pacific Company has been utilizing oil for fuel on its California division for a number of years.

A \$4,000,000 Outlay.

The outlay to be made by the Atchison, Topeka & Santa Fe Railroad Co. in Southwestern extensions and improvements is estimated at \$4,000,000. It includes the new mileage under construction in Texas and New Mexico as well as Indian and Oklahoma Territories, terminal facilities at Kansas City and Topeka, as well as several repair shops at different points.

Western Maryland Improvements.

The Western Maryland Railroad Co. is considering the loan of \$350,000 to provide for a number of improvements, including the laying of portions of the track with heavier rails, the construction of several sidings and freight sheds and the rebuilding of a number of bridges in order to provide for the extensive freight traffic which the company is now enjoying.

New Cars for the Southern.

It is reported that the Southern Railway Co. will be obliged to use a large number of additional freight cars in the near future, and is about to let contracts for 2400. Manufacturers of rolling stock are now conferring with the company with the view of securing contracts.

Trainload of Southern Vinegar.

A vinegar-manufacturing company at Louisville, Ky., recently loaded a train of twenty-one cars with its product for consumers in Virginia, West Virginia, Kentucky and North Carolina. The total quantity was 68,939 gallons.

Railroad Notes.

The Southern Pacific Railway Co. has contracted with the Cooke Locomotive and Machine Works of Paterson, N. J., for eight 10-wheel engines for passenger service, which are to be delivered as soon as possible.

The business men of Wilmington, N. C., are considering the formation of a steamship company to operate a regular service between Wilmington and New York. S. P. McNair has been mentioned as connected with the project.

The St. Louis, Iron Mountain & Southern Railway Co.'s improvements upon its Memphis division include the rebuilding of several miles of track and a considerable grade reduction. Ten miles of additional track will also be laid.

Contracts have been let by the Mallory Steamship Co. for the construction of freight sheds at Galveston which will cost about \$40,000. The plans have been prepared for the sheds, and work is to commence on them immediately. They will be used for miscellaneous freight.

The company promoting an electric railroad between Marietta, Ohio, and Parkersburg and several other towns in West Virginia is interested in the Williamsburg & Marietta Bridge & Transportation Co., recently chartered in West Virginia with \$500,000 capital stock. This company intends building a bridge across the Ohio river between the communities mentioned for the use of a railroad. Thos. F. Barrett of Parkersburg is interested in the scheme.

New Line from Galveston.

A Galveston dispatch is to the effect that arrangements are being made for a regular steamship service between Galveston and the European ports of Dunkirk, Havre and Rotterdam. The first vessel will leave Galveston about May 15, and it is understood that several ships which have been in the Atlantic Transport service between New York and Great Britain have been secured. They include the Mineola and Mohawk.

Coal exports for the month of March from Baltimore were principally to Cuban and Mexican ports, although one or two cargoes were taken to South Africa, France and South America. The total tonnage of coal amounted to 59,540, distributed in eighteen vessels. The largest cargo aggregated 5500 tons.

Mr. R. A. Howell of Killarney, Queensland, writes to the Manufacturers' Record that there seems to be a demand there for traction engines, wheat threshers and corn shellers. Mr. Howell desires to get into communication with manufacturers of such machinery, with a view to introducing it into Queensland.

The sales in the Joplin (Mo.) district during the week ended March 30 were 9,553,030 pounds of zinc ore and 1,267,600 pounds of lead ore, valued in all at \$140,901.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

AS A MILL WORKER SEES IT.

The Condition of Operatives and Its Explanation.

Editor Manufacturers' Record:

It is painful, as we wander along the ill-plowed furrows of some of our daily and industrial publications, to see the varied and erroneous pictures of the moral and physical conditions of our Southern cotton-mill help. That an untutored hand guides the plow is evident in many cases to one who has been among these workers and shared their struggles. My remarks shall be more in line with the physical condition of this important class of our people and the causes leading to such, which will to some degree give the reader an insight into their moral standing. Let us take a walk through one of the old factory settlements, where the spindle has been humming for the past ten or fifteen years. What observations do we make before entering into the private life of the community? The fact is, we have the clue to the situation before our eyes. We know from the visible signs outside with what the interior is adorned. It is a well-swept yard, flowers in their season and some domestic animal of value that tells the tale. Generally we find these signs in the old settlements, where the employer and the employed are in closer touch and harmony, where many of the operatives have lived for years and own their homes. So it follows that where their treasures are, there are their hearts also and contentment, prosperity and a general state of good morals reigns throughout. The interiors of the houses are tidy, the windows curtained and the walls ornamented with pictures, which always reflect the characteristics and temperament of the owners.

This condition, as I say, we find most often and most prominent in the older settlements. Who is responsible for these conditions? Time and the management of the mill will answer the question to the point. These are the two powerful factors, separately and collectively. Every mill manager wants a steady, well-toned class of help, and he can get it if he takes the trouble and gives himself time to carry out his plans. Some men are impatient; others don't know how to "ring in," and there is a species who are actually indifferent, but these are few. They want a good, steady set of help, but their desire is of such a lukewarm nature and their policies so vacillating that consequently their mills are operated by a set of "hoboes" and "toughs" until a more worthy hand and mind guides the craft.

In every settlement we find dissatisfied spirits, people of a roving disposition, who while they work do well, but eventually give trouble. Oftentimes a good locality is misjudged by a few families of this type, who are apt to be miles away in a few days. This class is usually clustered around a new mill, whither they are drawn by a few cents more for their work than they are earning elsewhere, or by the chance of traveling on some one else's purse.

Look around their abodes. The houses are good, the management has provided well in every way for their comfort and

convenience that reason bounds. What do we see? Little to show signs of self-respect or ambition. The windows are curtainless, the walls bare and dirty, and neglect evident on all sides. Here in the corner is a straw tick, with a few quilts to cover it; there a chair or two, and these, together with an old stove, are about all the earthly belongings of this nomadic family. I know a family of this kind, six in number, four working, drawing \$22 a week, who were always in debt and had nothing to show for what they had spent save a very restless and discontented expression. This is a fair type of our nomadic class of Southern cotton-mill help who have had every advantage that their prosperous neighbors have had. Yet the management is responsible, say the voice of many, for their condition. I have seen in the best brick tenant houses the worst filth and carelessness as to physical comfort and well-being. Don't blame the management. It has a hard task before it, and little encouragement often for its help. It is the poor creatures who have no aspirations and no aim save to earn their salt who do not take advantage of the opportunities offered and are greatly responsible for their own condition.

We find just such people all through our land, in every department of life, and they number no more in the cotton-mill element than in any other, comparatively. It is injustice to our mill owners to heap abuse and indifference on their shoulders, and yet the pessimist and greenhorn will come out with what they know and don't know, mostly, and pile charges multiplied upon men who are endeavoring in the right and to the advantage of their help and themselves, which is undoubtedly a unity. In every settlement we find the good and the bad, the contented and the discontented, no matter the environment, but I am safe in saying that our Southern cotton-mill help in the majority are of a thrifty disposition, and what they want is a chance, not for a day or two, but one held out to them for a time of some duration. A chance to own a home, an inducement to deposit a part of their earnings and a school to attend. Mill owners realize the situation, and on all sides are extending a helping hand. The future for the cotton-mill operative is bright, and it remains to be seen whether or not he will grasp opportunity by the forelock.

LAWRENCE MCRAE.
Charlotte, N. C.

TRYING TO STAY PROGRESS.

Struggle of the Old-Style Compress Against Roundlap Bales.

In a letter to the Cotton Ginners' Journal of Waco Mr. R. G. Musgrave of Jackson, Miss., writes:

"Last spring, when I commenced writing articles for your valuable paper in favor of the roundlap and round bales, some parties who were interested in compresses and some insignificant papers attempted to ridicule me and my comments.

"History shows that mankind to a great extent is opposed to the introduction of inventions and improvements.

"Nevertheless the whole progress of the world is the outcome of the human intellect turned into inventive channels.

"But for it America would not today be in the front rank. Many of my friends in the cotton business laugh at me for advocating the new bale.

"This, however, never deterred me in the task I had undertaken, for I had faith in the new bale, and believed it to be a great improvement over the square bale. After close investigation I soon realized that I was right, and having the courage of my conviction, I felt it a duty

to come out in the columns of your paper and lay before your readers and the farmers in the cotton belt the great and many advantages the new bale had over the old-time square bale.

"If your readers will remember, I stated in some of my articles that the only ones who found fault with the new bale were the compresses and their allies. This statement of mine is being verified day by day. Look back to the doings of the compresses at Waco, Texas, last summer, when they took charge of a meeting of ginners, and by intimidation succeeded in getting control of it and managed to expel all ginners who had the roundlap or Lowry presses in their gins, simply because these parties would not agree to give up the new bale presses. Their next step was to attempt to parade before the farmers the so-called uniform bale, 24x54, and even went as far as to endeavor to induce the Maritime Association to pass rules stating that no other bale would be accepted by the vessels. What was their motive in so doing? Simply self-interest, and nothing else.

"The farmers only have to look over the records and satisfy themselves that previous to the advent of the roundlap bales the compresses never cherished any love for the poor farmer, whom they are now trying to hoodwink and caress for their own benefit, surely not the farmer's. Competition is the life of trade, so why do they attempt such underhand work to injure, as they think, a rival?

"Comparatively speaking, farmers in certain sections of Texas get less for their cotton than those in Mississippi and Arkansas. Why is this? Simply because in those sections the compresses are controlled by certain large buyers, who, owing to the advantages they have, are thereby enabled to keep out competition and have things their own way.

"These are pure and unadulterated facts, and this is one of the reasons why the compresses have never accepted my challenge and denied the charges I made. As I stated in some of my past articles, I once worked in the compresses, and therefore I know all the ins and outs.

"I always try to confine my articles to facts, so if the compresses or their allies wish to take me to task I am prepared to substantiate my statements. It does not afford me any pleasure to write as I do against them, for I have some friends among them. But I am compelled to be consistent, and in order to be so I am obliged to show them up in their true light when they forget the courtesy due a competitor and attempt to vilify him. This they have done time and time again in the roundabout way they go in their mode of blackmailing the roundlap and round bales. The next cry they made was against the American Cotton Co.'s roundlap bale, that it would turn out to be a gigantic trust. This they endeavored to prove by stating the fact that the company was buying all the cotton put up on its presses. However, they failed to state that the American Cotton Co. was paying from three-eighths to one-half a cent above quotations for said cotton.

"They did not do because they desired to come in competition with the buyers, but simply as a method to introduce their bale. It was a very wise and sensible move on their part.

"Had they not done so the compresses, with the money they had back of them, would have crushed out the new bales before the cotton world would have had an opportunity to realize or become acquainted with their advantages.

"The old saying is, one has to fight the devil with his own weapons. Fortunately for the roundlap bale, it had the weapons. Being a good thing, capital soon came for-

ward to assist it in its rapid and successful battle against the compresses.

"Evolution had to come. This being a progressive age, improvements come day by day.

"The coming of the new bales will in a few more years clearly demonstrate the fact that their superiority over the square bale will be similar to that of the up-to-date railroads over the old-time stage coaches. The saving of time and labor, as well as many other expenses, will be of a vast advantage to the poor farmers. The less handling cotton has to go through the better it will be for the spinner. The new bale is bound to prove the connecting link between the producer and manufacturer. I read with great interest the phenomenal success the new bales were making all over the cotton belt. This verifies the prediction I made a few years back. Only a few days ago my firm received a letter from a large cotton house in Italy asking them to honor them with their representation in Italy this coming season for the sale of cotton, as they could sell large quantities of the roundlap and round bales. This is conclusive evidence that the spinners on the Continent like the new bales, and want them in preference to the square bales.

"In this enlightened age people are not so easily duped, and don't grasp at trifles. Merit always wins; consequently, if an article is good it is sure to find a good market and a ready purchaser.

"The handling of cotton, like other branches of business, is becoming modernized. The day is coming when all the towns along the railroads or steamboat landings will have up-to-date ginhouses that will be kept clean and in perfect order and equipped with the roundlap or round-bale presses. And then the farmers will take their cotton to these places to be ginned, baled and disposed of. Each one of these towns will be a cotton market, where the buyers will be on hand to deal with the farmers, and after purchasing the cotton will be able to ship it direct to any part of the world.

"This in itself will not only benefit the farmers, but will help to build up the towns in every cotton county. The money that will be left in these towns by the adoption of the new bales will be of untold benefit to the community. The new bales are bound to prove a friend to the farmer, for they bring him more money than the square bales. The reason for this is due to the less cost of handling, the saving of the compress and warehouse charges and other expenses that I have enumerated in my previous letters. It is just this: the less expense attached to the bale the more the producer gets. Therefore, in order to obtain these benefits, it will be necessary to adopt the new bales."

The Cotton Movement.

In his report for March 29 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during the 210 days of the present season was 8,870,856 bales, an increase over the same period last year of 601,108 bales; exports were 4,969,523 bales, an increase of 334,264 bales; takings by Northern spinners 1,650,925 bales, a decrease of 431,004 bales; by Southern spinners 1,021,066 bales, a decrease of 34,529 bales.

Textile Notes.

It is said that New York capitalists have representatives in Huntsville, Ala., seeking location for a \$50,000 woolen mill.

The Cheswell Cotton Mills of Westminister, S. C., will increase its capital stock from \$100,000 to \$200,000, probably for improvements.

COTTONSEED OIL.

The Mascot Knitting Mills of Sweetwater, Tenn., states that it expects to enlarge its building and install a few additional machines. William Patton is general manager.

George B. Inman of Atlanta, Ga., has received contract at \$35,000 for erection of building for the Rowe Knitting Mill at Huntsville, Ala. Building will be two stories, of brick, 80x250 feet.

It is said that the parties who recently organized the Massanuttin Knitting Co. at Staunton, Va., will organize the Shenandoah Woolen Co. at Basic City, Va., with capital stock of \$25,000.

It is rumored that the Knoxville Knitting Mills Co. has purchased the mill of the George Manufacturing Co. of Greensboro, N. C., and will remove same to Knoxville, Tenn., improving and enlarging it.

The Fayetteville Cotton and Woolen Mills has been chartered by E. W. Cooke of New York, W. L. Holt and W. M. Morgan of Fayetteville and R. P. Gray of Greensboro, N. C., with capital stock of \$100,000.

Fred. Remington Greene of Amsterdam, N. Y., is said to be investigating the advantages of Georgia as a site for the removal of his cotton and woolen under-wear mills. The mills employ 150 operatives. The plant may be moved to Atlanta.

J. F. Ledbetter of Sharon, J. H. McBrayer of Shelby, E. L. Jenkins of Darby and others have incorporated the Mary Etta Cotton Mills, with capital stock of \$25,000, for the establishment of a cotton mill on the French Broad river, near Shelby, N. C.

The Henderson (N. C.) Cotton Mills will erect a 110-foot addition to the present building, now 75x408 feet. This addition will doubtless be equipped with new machinery. The company now operates 15,000 spindles and 375 looms, employing 500 operatives.

The Washington Mills of Mt. Washington, Md., has closed temporarily while some improvements are being made. The present engine-house will be enlarged and a new engine will be installed. The 5000-spindle and 108-loom plant will also be generally overhauled.

The Harriet Mills of Henderson, N. C., is about completed and will commence operations in a few weeks, running 10,500 spindles on the production of hosiery yarns. The main building is 75x314 feet, two stories high. The plant is capitalized at \$200,000. Two hundred operatives will be employed.

The Elba Manufacturing Co., with capital stock of \$200,000, has been organized at Elba, Ala., by J. W. Comer of Savannah, Ga.; J. C. Henderson of Troy, J. D. Blue, F. P. Rainer, W. P. Boyd, P. J. Hain and J. F. Guilmartin of Elba for the establishment and operation of a mill for the manufacture of cotton and woolen goods. The power will be secured from electricity generated by water-power near the town.

The Elizabeth Mills, recently reported as chartered at Charlotte, N. C., with capital stock of \$100,000, for establishment of a cotton mill at Millerton, will operate 5000 producing spindles and 3000 twister spindles, and the output on fine two-ply yarns, 40s to 80s, will be 8000 to 10,000 pounds per week, combed and carded. Company will install a compound condensing steam plant, and from eighteen to twenty tenements will be erected, equipped with water, sewerage and electric lights. P. M. Miller, Jr., is president and treasurer; Vinton Liddell, vice-president; John W. Miller, secretary, and J. H. Hamilton, mechanical engineer in charge of work.

This department is open to the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

THE COTTON-OIL MILLS.

View of Their Business from the Memphis Standpoint.

[Special Cor. Manufacturers' Record.]

Memphis, Tenn., April 1.

The cottonseed-oil mills in Memphis and the Memphis district are all closed, with a few isolated exceptions, as there is nothing for them to work on in the exhaustion of their supply of seed. There will be a few more thousand tons to come forward between now and the end of the planting season, and the mills will start again and enjoy a short run until these are crushed and gotten out of the way for the new year's crop. The crush has been an unusually short one this season, on account of the shortage in the cotton crop of the Memphis district, which will fall considerably under that of one year ago, the total receipts of the Memphis mills proper having been, counting the few yet to come forward, about 90,000 tons, as against 114,000 last year and 125,000 the previous season. There are no figures to hand showing the amount crushed by the mills in the district outside those of the city, though it is generally believed here that these have not shown as large a shortage in their crush because of the higher prices paid for seed, and because of the large increase in the number of these mills as compared with last year. When they are above two to two and one-half cents per pound their channels of usefulness are very much restricted, and there is little inquiry for them. This season has been a striking illustration of this fact.

Speaking of the future course of the market, P. Stenning Coate, a member of the Cotton Exchange quotation committee on cottonseed and cottonseed products, said to the Manufacturers' Record's representative: "There may be some decline when the last run is made and the offerings are increased thereby, though the prospects are that, with the exception of this depressing influence, the factors bearing on the market will be bullish, as the total supply of products this season is scarcely up to the actual requirements of the trade. I look to see much higher prices than those now prevailing, because of this scarcity and because of the fact that the products on hand are so strongly held. The consumers are anxious now to fill up all the odds and ends in their requirements, and this anxiety is pressing enough to bring about a decidedly better level of values."

With regard to the total value of the crop this season, it may be safely stated that it has been equal to 10 to 12 per cent. of the cotton crop itself, which is not a bad showing at all for a crop that only a short time ago, comparatively speaking, was worth no more consideration than to be thrown into a pile in some out-of-the-way place to rot. Each year a larger percentage of the entire seed yield is crushed and sold in the markets of the world, and the future of the industry is bright indeed.

Cottonseed at Memphis.

[Special Cor. Manufacturers' Record.]

Memphis, Tenn., April 1.

Cottonseed arrivals during the week have been light. Oil has been in good request, though buyers have reported acceptances light on account of the smallness of the offerings and the firmness of the views of holders; prices $\frac{1}{2}$ c. to $1\frac{1}{2}$ cents higher. Cake and meal have shown

little activity in transactions for immediate delivery, though there have been several deals involving large quantities for future delivery, one dealer reporting early in the week the purchase of 3000 tons for April-May for export account. The offerings in the city are light, with the country also becoming rapidly exhausted. Linters are absolutely lifeless, in sympathy with cotton.

Quotations officially posted on the Memphis Cotton Exchange today were as follows: Cottonseed, bulk, rail or wagon, \$11 per ton; river, \$12; oil, in carload lots, per gallon, prime crude, 28 cents; off crude, 27 cents; prime summer yellow, 30 cents; meal in 100-ton lots, per short ton, choice, \$18.50 to \$18.75; prime, \$18.25 to \$18.50; off, \$16.75 to \$17.25; cake in similar quantities, choice and off, nominal; prime, \$18.50 to \$18.75; linters—No. 1, nominal; No. 2, $3\frac{1}{2}$ to $3\frac{3}{4}$ cents per pound.

Cottonseed-Oil Notes.

A company has been organized at Rosebud, Texas, for the purpose of building a cottonseed-oil mill. The company is capitalized at \$50,000.

The Cotton Oil & Fiber Co. of Norfolk, Va., has arranged to erect a cotton gin at its plant in time to handle next season's crop. This will be operated in connection with its cottonseed-oil mill and yarn mill, and the company will purchase seed cotton direct from the ginner.

The following are the official quotations of cottonseed and cottonseed products, as posted at the New Orleans Cotton Exchange on the 1st inst.: Prime refined oil, in barrels, per gallon, $32\frac{1}{2}$ cents; off refined oil, in barrels, per gallon, $31\frac{1}{2}$ cents; prime crude oil, loose, per gallon, 27 cents; prime cottonseed cake, per ton of 2240 pounds, \$22.50; prime cottonseed meal, per ton of 2240 pounds, \$22.50; soap stock, per pound, 1.10 cents; linters, choice, per pound, $4\frac{1}{2}$ cents; A, $3\frac{1}{2}$ cents; B, $3\frac{1}{2}$ cents; C, $3\frac{1}{4}$ cents; cottonseed in sacks delivered at New Orleans, per ton of 2000 pounds, \$14; in bulk delivered at New Orleans, per ton of 2000 pounds, \$13.

Two companies were organized at Fort Worth, Texas, on the 29th ult. for the purpose of erecting cottonseed-oil mills at Stephenville and Comanche, on the Fort Worth & Rio Grande Railway. The Stephenville company is to be known as the Stephenville Oil Co., with a capital of \$50,000, and the following as incorporators: Winfield Scott of Fort Worth, N. C. Baldwin of Stephenville and C. H. Bencini of Brownwood. The Comanche company will be known as the Comanche Oil Mill Co., with a capital of \$50,000, and incorporators as follows: Winfield Scott of Fort Worth, J. H. Bryson of Comanche and C. N. Bencini of Brownwood. As soon as the charters are filed work will be commenced on both mills.

It is stated that many of the cottonseed-oil mills of Mississippi, as a rule, have enjoyed a very narrow margin of profit during the season about closing, while some have really operated on a losing basis. The short seed crop and high prices the mills were compelled to pay for seed are attributed as the chief reasons for the poor returns to mills generally. About forty-five mills have been in operation in the State during the season, 80 per cent. of which are owned by home capital. Notwithstanding the poor business of 1900-1901, quite a number of new mills are to be erected in Mississippi during the next few months and placed in readiness for operation by the opening of the next season.

At Dallas, Texas, the market for cottonseed oil has been firm at the advance. The estimates of some of the most conservative men in the trade place the stock

of Texas prime crude oil unsold on the 1st of April at approximately 75,000 barrels. For over a week past prime crude oil has been firm at from 25 to 26 cents per gallon. Off crude has advanced with prime, although not in the same proportion. Sales of off crude have ranged at 22 to 23 cents per gallon. Prime summer yellow for April and May deliveries has sold at 28 cents. It is stated that 75 per cent. of the Texas mills will close down for the season by April 15; the balance will run on until early in May. Large stocks of oil will be handled during the summer, and when September arrives the new season will undoubtedly witness largely increased business, as a score or more of good towns in Northern and Central Texas are erecting or preparing to erect mills costing on an average from \$30,000 to \$50,000.

Richard Harding Davis' "The Princess Aline," in dramatized form, illustrated by Charles Dana Gibson, is a feature of the April Ladies' Home Journal. "The Beautiful Jewess Who Was Called the Princess of Her People" and "The Lovers of a Cheerful Giver" are two other articles of interest in the same issue. Miss Griscom, the American woman golf champion, shows "How Golf Is Played" in a series of photographs. Edward Bok further emphasizes the value of simpler living, and Helen Watterson Moody offers guidance through "The First Tragedy in a Girl's Life." "A Stucco Country House for \$7500," "A Shingled Country House for \$2500" and "Some Artistic Little Homes" have a practical value to those planning to build homes. There are three short stories by Gelett Burgess, W. A. Fraser and Laura Spencer Portor.

High Point, N. C., the Southern furniture-manufacturing center, is the home of a new monthly publication, "The Southern Furniture Journal," edited by Messrs. H. W. Kronheimer and J. J. Farris. The plan of this monthly has been under consideration for some time, and the Journal is started with the promise of support from several directions. It by no means intends to confine its work to High Point and the towns nearby, where there are already at least fifty-five factories in the furniture line, but it will cover the entire South. The publication starts off well, and promises to be an important factor in the development of the Southern furniture industry.

The annual meeting of the stockholders of the Pearl River Lumber Co. was held at Brookhaven, Miss., on the 25th ult. Capt. A. E. Moreton, former general manager, was elected president; Mr. D. Batchelder, Jr., succeeded Captain Moreton as general manager, and was also chosen vice-president; Mr. I. F. Miozzi was elected secretary and treasurer. The company had an unusually successful year, and at the close of the meeting resolutions were adopted complimenting the management.

The Easter number of The Chautauquan carries a striking cover designed in colors and a frontispiece of exquisite prose, entitled "The Easter Hope." Among the leading contributors are Isabel F. Hapgood, with the second article on "Russian Women;" Prof. J. Irving Mannatt of Brown University, with "A Cruise on the Aegean;" Prof. Harold N. Fowler, with "The Inner Life of Aeschylus," and John Finley and Henry J. Mulford, with verses.

Karl Johannessen of Bergen, Norway, writes to the Manufacturers' Record that he desires to become the representative of American manufacturers of cotton oil and syrups.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER IN FRANCE.

Consul Skinner Writes of the Demand at Marseilles.

A scarcity of walnut logs for the manufacture of furniture is reported to United States Consul Skinner by the dealers at Marseilles, France. He writes that the dealers desire to get in touch with American firms able to supply both light and dark colored walnut, and that while walnut is the timber most in demand, there is also an opportunity to dispose of ebony and mahogany if American firms are at present prepared to export these woods from the colonial possessions. He says that all kinds of exotic wood in logs are admitted free of duty, and that squared lumber is dutiable at the rate of twenty-four cents per 220 pounds. He adds:

"The walnut logs should not be less than fourteen inches in diameter, nor less than nine feet in length. Sawed lumber should be at least one inch thick and preferably thicker. The buyers desire a timber that is handsomely veined and free from blemishes. Present prices are about \$19.30 per 1,308 cubic yards for logs and \$24.12 per 1,308 cubic yards for sawed lumber. While it is desirable that American firms quote c. i. f. prices, this is not imperative if f. o. b. prices at Baltimore, New York or New Orleans are named. There is frequent direct steamship communication between the three ports named and Marseilles, and there is also a line of Italian sailing ships from Pensacola. The most frequent sailings from New York to Marseilles are those of the Cyprien Fabre Company and of the Anchor Line."

He mentions among the firms in Marseilles who may be interested in quotations on walnut the Lapalud Company, 183 rue Ferrari; Alexander Facio, 2 Place du 4 Septembre; Bonifay & Galibert, 118 Boulevard National; Reg Miallon, 81 rue Chateau Payan.

Mr. Skinner writes also that all of the American pine imported at Marseilles is purchased from London middlemen, and that the local buyers unjustly or justly attribute to actual exporters in the United States an unwillingness to conform strictly to contract specifications, both as respects quality of the wood and agreement as to terms. He describes the methods of two London firms who are reported to be the actual importers of fully 80 per cent. of all the American lumber shipped to England and the Continent, and says that it will require persistent and well-directed effort on the part of our exporters to divert from London to the United States a business which has been built up with great pains and costs upon a broad foundation of mutual confidence and esteem. He adds:

"What is true of the lumber trade is also more or less true of many other commercial lines, and I think it would surprise a great many American business men if they could realize the extent to which they are dependent upon British middlemen for their foreign trade. Exports are made direct to buyers from many American ports, and casual inspection of shipping manifests would indicate that this business is controlled in all its details by the American seller; but when the facts are investigated, it more frequently than not is shown that the actual negotiation is intrusted to important British or continental firms, which are thus in a position to swing the trade from the United States to any other exporting

country the moment conditions seem favorable for such a diversion."

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., April 3.

The local lumber market still continues quiet, and the spring trade slow in developing any unusual volume of business. A fair amount of orders were received during the past week, but the business from the usual sources at this period of the season has been light. In a local way there is a prospect of a better demand for box grades of North Carolina pine lumber, and boxmakers are already preparing to purchase more freely. Throughout the general list of values for North Carolina pine there is a better tone, and the market is very steady. There is a fair inquiry for the better grades from out-of-town buyers, and also some foreign inquiry. Altogether, the situation in North Carolina pine is more satisfactory, and indications point to a substantial trade during the next sixty days. White pine is in good shape, and the demand fair, with values steady. Cypress is moving in small quantities at steady figures. Georgia pine and spruce are in good demand, and prices unchanged. The hardwood trade locally is fairly active, with poplar most prominent, both as to demand and firmness in values. Woodworking concerns are buying ash and oak in larger quantities, and the general list has a better tone throughout. The export trade is still quiet, but later on trade is expected to revive, as there is considerable new business in sight for this port, having been diverted from other points farther south.

Jacksonville.

[From our own Correspondent.]
Jacksonville, Fla., April 1.

The month of March developed an extraordinary degree of activity in all branches of the lumber trade in this section. All the mills here have been running on full time during the past month, and have turned out a large cut of lumber. The collector of customs, in giving the monthly business of the port, shows that the coastwise exports for March amounted to 10,595,281 feet of yellow-pine lumber and 1,300,107 feet of cypress, or a total of 11,895,388 feet. The foreign exports were 992,854 feet of lumber, which would make the total shipments for March 12,888,242 feet, against 12,374,400 feet for the corresponding month last year. The cross-tie industry has been good, and the demand is active, while stocks are generally light at all points. The shipments of cross-ties for March amounted to 61,223, and of shingles in bulk 3,280,000. Manufacturers here look upon the market as very promising, and indications point to a very active trade during April. The Clyde Line steamers have handled a large quantity of lumber during March, and both the Boston and New York steamers clear with full cargoes every trip. Freight rates are about steady, with rates unchanged. Schooner E. B. Hall was taken last week to load lumber here for New York at \$5, and schooner C. W. Miller, 248 tons, Jacksonville to the Sound with lumber at \$5.25.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., April 1.

While the volume of trade in all lines of the lumber industry is gradually expanding as the season progresses, the tone of the market is firm, with a hardening tendency to values. The demand for North Carolina pine is better than usual for this period of the season, and the lower grades are selling better, while

select grades are sometimes in light supply, and are being sold freely. Stocks at all milling points are light, and in very few cases more than normal. Mills are generally well supplied with orders, and sufficient to keep them operating for some time to come. There is now very little said about the consolidation of North Carolina pine interests, and it may be stated that negotiations are off for good, and there appears to be no prospect of the project being opened up again. The situation in the North Carolina pine industry at present is regarded as very satisfactory; mills of the association are all in good shape, and prices well maintained. The foreign demand is improving, and several large orders during the past week have been received, with a number of inquiries from the United Kingdom and Continent. There is a good local demand for lumber for building purposes, and near towns have been good purchasers during the past week. Shipments of lumber, both by sail and rail, have been good during the past month, and coastwise freight rates continue steady. Recent charters are as follows: Schooner J. R. Halladay, 316 tons, Norfolk to New York with lumber at \$2.35; schooner Montana, 336 tons, Wilmington to New York with kiln-dried lumber at \$3.50, and schooner J. D. Page, 378 tons, from City Point, Va., to New York with lumber at \$2.50.

Mobile.

[From our own Correspondent.]
Mobile, Ala., April 1.

Lumbermen in this section are enjoying a very active demand for all wood products, and in every department of the lumber trade business is better than usual. The demand for lumber is urgent, and mills are frequently refusing orders for want of the better grades of stock. Trade with Cuban ports is improving, and both lumber and bridge and railroad timbers are being freely shipped to the island. The demand from Central and South America is fairly active, while some large shipments are being made to the United Kingdom and continental ports. Over 3,000,000 feet of lumber was shipped last week, and since September 1 last 61,938,117 feet have left the port, against 87,008,022 feet last year. The timber trade is showing up better, and values are slightly improved, sawn timber being quoted at 11 cents per cubic foot, 40-foot basis. Logs are in good demand—cypress \$8 to 12 cents per cubic foot, poplar \$6 to \$8 per 1000 feet, oak \$8 to \$12 and cottonwood \$4 to \$5 per 1000 feet. Hewn timber when placed upon the market will bring 14 cents, basis of 100 cubic feet, average B1 good. There is a limited demand for hewn oak at 15 to 18 cents per cubic foot, and heavy poplar is in good demand at 13 to 13½ cents per cubic foot. During the past week 166,053 cubic feet of sawn timber left the port, distributed as follows: Garston, England, 101,457 feet; Rochefort, France, 31,030 feet; Bremen, 3079 feet; Lubeck, 6169 feet, and Marseilles, France, 24,318 feet. Freights are about steady, with rates unchanged. A charter was reported last week of a British bark, 608 tons, from Apalachicola to Buenos Ayres with lumber at \$15, and British steamer Deptford, 1673 tons, from the Gulf to United Kingdom or Continent with timber at 100%.

Memphis.

[From our own Correspondent.]
Memphis, Tenn., April 1.

There has been quite an air of activity among the millmen of the Memphis lumber district during the past week, a great many of the inquiries reported in the last review having developed into actual business sufficient to keep all the mills

ning up to their full capacity. The orders from the domestic trade have been of a very gratifying volume, practically all the dealers reporting a fair increase. The building activity in the North and East is assuming spring-like proportions, and the dealers here, as representing the largest hardwood district in the world, are among the first to feel the good effects of this revivification. There has been a fair increase, too, in the business with the Far East, some of the larger dealers reporting their orders about equally divided between the domestic and export trade, though taken as a whole there is a better demand from the former, as heretofore. The demand has been pretty well scattered throughout the list, though a feature of the week has been the prominence of the inquiries for ash, varying in thickness from one to four inches, which has made this wood the leader in point of strength and activity. Next to ash, quartered white oak has been in best call, with the movement pretty free. Quartered red is a little slow, as are some of the other leading woods. As to the price position of the market there have been no further open changes, though it is a well-known fact that dealers are, as a rule, firmer in their views than they were a week ago, and are gradually growing more so. As one of the leading dealers here said today, "the Memphis district has the matter of prices pretty well in its own hands, and if the dealers stand by their guns there is no reason why they should not be able to dictate terms to the entire consumptive trade. This district has the best selection of hardwoods to be found anywhere in the world; the stocks of lumber in the hands of the manufacturers, as a rule, are not large; this is the district to which all most readily turn; the inquiries in the Mobile district and one or two others in which I have interests are not so numerous as are those right here, and I am very confident that the dealers occupy a vantage position which will easily enable them to make buyers everywhere accept their terms without question." As to the log situation, there is considerable cutting in progress, though there is almost a complete cessation of getting the timber out from the bottoms on account of the rainfall of the week. Good progress, however, has been made in rafting supplies of timber down on the present high waters of the Mississippi and tributary streams, and, taken as a whole, the log supply promises better than it did at the close of the previous week. Among the local dealers there has come forward a good volume of orders. The building activity shows an expanding tendency with the passage of the weeks, with the demand from contractors getting pretty brisk. Just now interest is centered on the buildings to be erected in connection with the entertainment of the visiting veterans here in May, though there is a large degree of activity displayed in other lines as well. The market is ruling firm all around. The business for March as a whole has been under that of the corresponding month one year ago, though the number of inquiries recently coming forward has led the trade to expect quite an active business during April. There is not a millman or dealer here who is not confident that the season now getting well under way promises to be one of the best on record.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, March 30.

The principal feature of interest in the local market is the capture of a large elevator bill by the Texas Tram & Lumber Co. of this city. The bill amounts to 4,000,000 feet of yellow pine, and is for the elevator to be built at Westwego,

near New Orleans, La., by the Texas & Pacific Railway Co. The bill was secured after very keen competition from Mississippi, Louisiana and St. Louis, Mo. The feature of the past week in the timber market is the large number of bills that are coming in for rice-mill construction. There seems to be a very decided movement on among the rice men of Louisiana and Texas to put up a good many mills. The railroad trade is calling for a good many stringers and caps, and the prices on bill stuff generally have stiffened up very perceptibly within the past two weeks. From Texas the demand, considering the time of the year, has been something enormous, and it is a fact that some of the mills have been compelled to call their salesmen in off the road, for they did not have the stock with which to fill their orders. This condition has not happened before in a good while for this time of the season. Stocks are continually being reduced, and values will have to ascend in sympathy therewith. Today dimension is firm at \$15, and other items on the list are held at proportionate figures. Stocks in the higher grades are very short, and the prices on the finer classes of material are naturally as stiff as anything else on the list. Another thing, the demand is not decreasing in any way, although none of the manufacturers look for it to maintain its present volume without a lull before the trade for next season sets in. It would be unreasonable to think so. Nor do the manufacturers wish it. They are even now wishing they had an opportunity to sort up their stock and get it in presentable shape. Trade from the Northwestern markets has been quite good, and probably would be better, as far as this district is concerned, if the mills in this section had the stock with which to fill orders. As it is, they are not soliciting that trade. The export market has not varied much from the last report. Small sales from stock continue to be made of cubic average timber at rather unsatisfactory prices. Figures on interior orders being so much more attractive to the Texas and Louisiana mill man, he is not caring to take on much export stock. The Texas railroad commission today issued a ruling with respect to the chartered logging roads, which matter has been under advisement for some time. On February 28 the commission canceled the rates applying from chartered logging roads, claiming they were not railroads. On March 13 an open hearing was had, wherein the proprietors of these roads made a strong argument for their continued existence. The decision handed down today provides that local rate, from point of origin to the junction point through which the lumber passes, shall be added to the through rate. In other words, assuming that the local rate is three cents per 100 pounds, it will result in the rate to Texas common points for these mills located on chartered logging roads being twenty-three cents per 100 pounds, as against twenty cents enjoyed by those mills located on trunk lines. The decision is very unsatisfactory, and there will very probably be remedies sought to meet the occasion. It is quite probable that the mills located on these lines will demand that the commission put them on an equal basis with their competitors, for the present decision is virtually a discrimination in favor of the mills on the trunk lines as against the mills on the small lines.

Lumber Notes.

The shipments of lumber from the port of Charleston, S. C., last week amounted to 1,125,000 feet, all to New York.

The Simpsons, contractors for the Cummer Lumber Co., Norfolk, are shipping

large quantities of logs over the Seaboard Air Line Railroad to Berkley, Va.

The exports of timber and lumber from the port of Pensacola, Fla., for the week ending the 29th ult. reached 8,276,118 superficial feet, valued at \$100,307.

The A. C. Ford Lumber Co. of Cleburne, Texas, has been chartered, with a capital stock of \$20,000. The incorporators are H. P. Brown, A. H. Ford and A. C. Ford.

It is reported that R. V. Douglass of Brunswick, Ga., has purchased 21,000 acres of timber lands near Baldwin, Fla., and will erect a saw-mill for developing the property.

Fire broke out in shed No. 2 of the Bennett Lumber Co. at Yazoo City, Miss., completely destroying it, together with a large amount of lumber; loss about \$5000; insurance \$3800.

Receipts of lumber at the port of New Orleans for the week ending March 29 amounted to 2,915,000 feet, and for the season to 80,337,321 feet, against 63,212,652 feet last season.

It is stated that a hardwood mill will be erected near Mount Vernon, Ala., by L. H. Chittick and Hubbard Parker of Chicago. Two carloads of machinery are already at Mount Vernon depot.

The exports of lumber from the port of Mobile, Ala., for the week ending the 29th ult. amounted to 2,785,556 feet, and for the season to 61,938,177 feet. Exports of sawn timber for the week were 166,053 cubic feet.

The annual meeting of the Retail Lumber Dealers' Association of Mississippi will be held in Jackson on April 16, to be followed on the 24th by an excursion from Jackson to Gulfport over the Gulf & Ship Island Railroad.

The large planing mills of R. Shore in Central City, W. Vt., which have been idle for several years, have been purchased by an Eastern concern, which will manufacture nail kegs and boxes. It will have a capacity of 2000 each daily.

Auldin, Fields & Co., whose saw-mill plant has been in operation near Kingsport, Tenn., for some months, will remove their entire plant to Washington county, where it has large contracts to keep the machinery in operation for some time to come.

A shipment of fifty-two cords of persimmon logs cut in eight-foot lengths was reported at Vicksburg, Miss., last week awaiting shipment to New Orleans. The logs will be exported to Germany. The timber was cut at the headquarters of the Yazoo river.

Mr. John Erwin of Nashville, representing a firm in Berlin, Germany, purchased last week three carloads of walnut logs, said to be the finest ever shipped from Bristol, Tenn. They were from twenty to twenty-two feet long, and averaged about thirty inches in diameter.

The Cypress Lumber & Shingle Co. of Little Rock, Ark., has been chartered, with a capital stock of \$50,000, of which \$10,000 has been subscribed. The officers of the company are W. B. Ferguson, president; S. W. Marshall, vice-president; C. E. Shumaker, secretary and treasurer.

Two mills, the Wingate and Orange Lumber Co.'s, of Orange Texas, shipped 1,400,000 feet of lumber on the 29th ult. The four other mills at Orange made large shipments. The total shipments of lumber from Orange for the month of March is estimated at nearly 18,000,000 feet.

At a meeting of citizens at Vaiden, Miss., on the 25th ult. a stock company to be known as the Vaiden Lumber & Furniture Manufacturing Co. was or-

ganized, with a capital of \$15,000. The officers elected were W. P. Stuckey, president; J. C. Bemet, secretary and treasurer.

The Arkansas Lumber Co. of Warren, Ark., has been incorporated, with a capital stock of \$100,000, all of which has been subscribed. The officers of the company are M. F. Rittenhouse, president; J. N. Embree, vice-president; J. G. Leavitt, secretary, and H. B. Leavitt, treasurer.

Over 2,000,000 feet of logs reached Knoxville in two days last week from the headwaters of the Holston, French Broad, Pigeon and Watauga rivers. This is the first good logging tide on the Tennessee river for some time. Chattanooga mills, it is said, will receive over 5,000,000 feet of logs on this tide.

It is stated that increase of business at the Cummer Lumber Co.'s mills at Berkely, Va., has necessitated an increase of motive power, and as a result the company has ordered a new Hamilton-Corliss 600-horse-power engine and boiler. The machinery will arrive in a few days and be immediately installed.

It is stated that the Kennedy-Morelock Stave Co., which has been operating extensively in Arkansas, has purchased large tracts of timber land near Sardis, Miss., and in adjoining counties. The company is putting in a large stave plant at Askew's, in Panola county, which will be in operation in about sixty days.

It is stated that thirty-six vessels were receiving cargoes of lumber at Ship Island on the 31st ult., carrying, respectively, from 200,000 to 2,000,000 feet. The lumber is lightered in barges, towed from Gulfport and Moss Point, Miss., principally. The class of vessels engaged embraces steamships, barks and schooners.

A timber deal has just been completed at Huntingdon, W. Va., in which Hurdle Bros. & McKinney purchased the timber on a 3500-acre tract in Perry county, West Virginia, from A. W. Dodson. The oak an dipolar on this property is of an exceptionally fine character. The purchasers will erect mills and begin to cut staves and lumber about May 1.

The close of the naval-stores year of 1900-1901 on the 31st ult. at Savannah, Ga., showed the receipts of that port to have exceeded those of any other year on record. The receipts were 339,649 casks of turpentine, against 313,610 last year, and of rosin 1,262,463 barrels, against 1,188,211 last year. This is an increase of 10 per cent. over last year. Gulf ports, however, show an increase of 20 per cent. over last year, showing the crop to have been a record-breaker. The average prices for turpentine and rosin were not so high as last season, being 47½ cents for turpentine, but still high enough to induce heavy production. The highest price reached was 53½ cents, against 54½ cents last year.

The Alaculsa Lumber Co. of Georgia was organized recently at Binghamton, N. Y., with a capital of \$450,000. The officers of the company are M. S. Squires, president; D. H. Carver, vice-president; C. A. Wilkinson, secretary, Binghamton, N. Y.; F. W. Crandall, treasurer, and Col. J. W. Beard, superintendent and manager, Elkland, Pa. This company has purchased 31,500 acres of timber and mineral land in Fannin, Gilmer and Murray counties, Georgia, heavily timbered with pine, red and white oak, poplar and chestnut. Operations will be commenced at once and the property developed by the erection of saw-mills, and a railroad twenty-six miles long will be built from Dalton to the company's timber properties.

MECHANICAL.

Gauge for Setting Knives on Cutter-Heads.

These illustrations show a little tool (a recent invention) designed to secure perfect accuracy in setting knives on cutter-heads, which will be found not only exceptionally convenient, but also profitable to any woodworking establishment using machinery.

The practice heretofore has been to use a rule or a piece of wood (marked or

thing in the clay, allowing it to pull through without breaking the wires. The brick machine is fitted with friction clutch pulley, feed roller, hinged front, hardened steam die, also sander when desired. Capacity of machine is 3500 to 5000 brick per hour; approximate weight, 9000 pounds; length of machine with table as shown, 42 feet.

Automatic Spoke Lathe.

The illustration herewith represents John Gleason's new improved automatic spoke lathe. Forty years' practical expe-

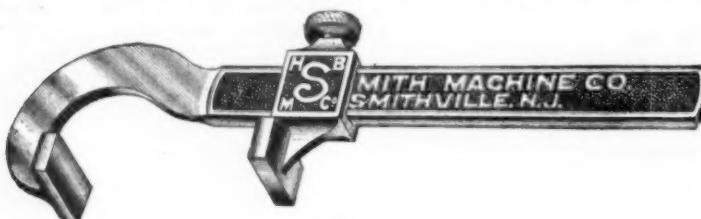


FIG. 1.

notched at the proper (?) distance) for setting the knives, but the results have, as a rule, been very unsatisfactory; in fact, much damage has been done to both machine and product, from the fact that the knives have been set improperly. Good work is impossible without a proper adjustment. To overcome this, this gauge was invented, and the practical mechanic will not need to be told its merits or necessity after examining these illustrations.

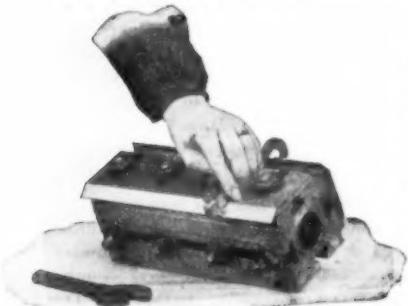


FIG. 2.

It is made of brass, highly polished, and the part that comes in contact with the knives is made of a soft metal to prevent injury to them by contact.

An advertisement of this tool, made by the H. B. Smith Machine Co. of Smithville, N. J., will be found on page 52 of this issue, giving all needed particulars. When writing, please mention the Manufacturers' Record.

Improved Brick Machine.

This cut represents the latest and largest brick machine made by J. C. Steele & Sons, Statesville, N. C. This machine represents the latest development in the art of brick-making, and, it is claimed, will turn out the very best product, with minimum wear, when fitted with single column and end-cut table and die, as shown. The machine is also fitted with side-cut, if desired. The automatic table operates on the same principle as the patent tables this company has been making for years,

experience building this class of machinery has given Mr. Gleason a wide reputation. The machine is designed to be simple, strong and well proportioned, giving proper strength and lightness where required, an easy way of adjustment being provided, and all parts subject to wear can be easily and economically renewed. The operator has no need to move from the position he takes in putting the stock in the lathe to be turned. It will turn from the smallest to the largest spokes, handles, all kinds of singletrees, whiffle-trees, neck-yokes, etc. The spoke is made to stop in one position automatically, so as to bring the white or the sap of the oak up. The screw and main shafts are large, made of steel, with long bearings for main driving pulley, which drives the cutter-head. The machine is made for hard, long and severe service, being built in a strictly first-class manner. It is of different lengths, and can be belted from any direction, as driving pulleys (tight and loose) are on the outside end. The driving pulleys are 11 inches in diameter and 5 inches face, and should make 750 revolutions per minute, making cutter-head turn 3000 revolutions per minute. It is made by the Gleason Spoke Lathe & Machinery Co. of Philadelphia, Pa.

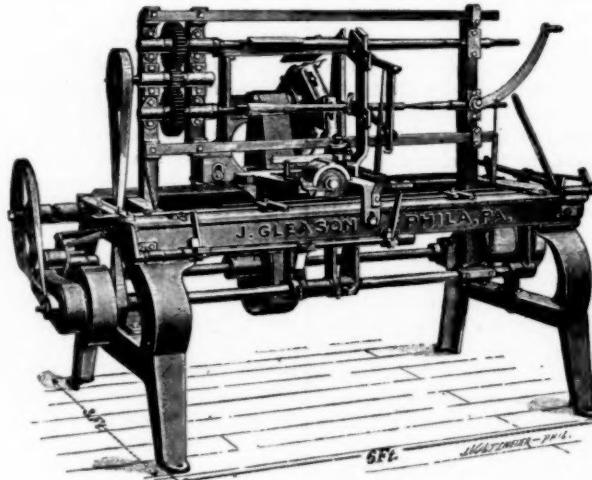
A New Sturtevant Generating Set

Modern steam-engineering practice demands an engine capable of sustained operation at high speed, possessing the utmost refinement in the matter of speed regulation and developing the maximum horse-power with the minimum weight and floor space. For many years the B. F. Sturtevant Co. of Boston, Mass., has devoted itself exclusively to the development of simple, compact and absolutely high-grade engines to fulfill these requirements. That it has succeeded is best evidenced by a record of nearly 8000 engines of various types built and sold since it entered this field. Its experience in fan practice has been of untold value, for the conditions have been such as to concen-

power. Constructed as generators, and combined with the equally extensive line of engines, these form a series of generating sets notable for variety and adaptability. One of these, consisting of a 5x4 enclosed double upright engine and a standard 12-kilowatt 4-pole generator, is illustrated herewith.

To friction are of steel, and the bearings of ample size. Automatic relief valves are provided to prevent any danger of damage by water in the cylinder.

Complete sight-feed oiling arrangements from a single oil tank connect with all of the bearings, and the frame is so constructed as to readily and entirely en-

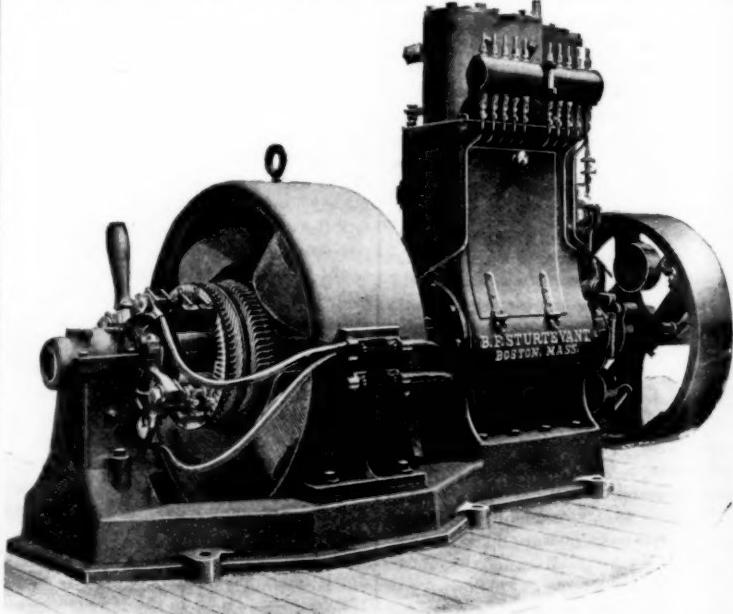


AUTOMATIC SPOKE LATHE.

The engine is of the type originally designed for the severe work of forced draft fan propulsion on the vessels of the United States Navy. The cylinders are placed side by side in the same casting. The cranks are set opposite, i. e., at an angle of 180 degrees. Steam being admitted simultaneously to the top of one

close all running parts, while still leaving them perfectly accessible by the mere opening of the door.

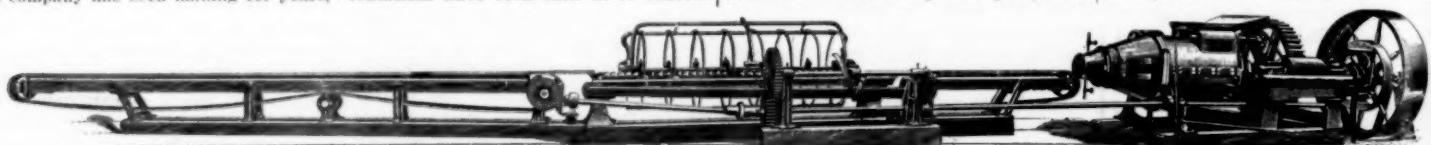
The magnet frame of the generator is of cast steel, and the shaping of the pole pieces and proportioning of magnetic field and armature is such as to insure absolutely sparkless operation under all



A NEW STURTEVANT GENERATING SET.

cylinder and the bottom of the other, the reciprocating parts are balanced in their movements and high speed is made possible. The cylinders are of large diameter as compared with the stroke, so that great power may be developed at high rotative but moderate piston speed, mak-

changes of load. The armature is of the barrel-wound type. The cast-iron flange, bolted to the armature spider at each end of the core, forms a support as well as a cylindrical receptacle for the projecting ends of the coils. The flange extension also protects the windings from any oil



IMPROVED BRICK MACHINE.

hundreds of which are in operation. It is claimed that it will make as good cut as any other table. It is provided with spring clamps, which press against the under side of the column of clay, and only while the cut is being made. They will give way in case the wire strikes any-

trate attention upon the essential features of high speed and continuous operation. The somewhat more recent development of the fan motor by the same company has placed at its disposal a very complete line of machines ranging in capacity from one-quarter to 125 horse-

ing the engine particularly suitable for direct-connected dynamo driving. The steam admission to both cylinders is regulated by a single piston valve under the control of a shaft governor of the same design as that used upon the single upright engines. All moving parts subject

that may be thrown from the bearings. The surface of the interior of the armature is perfectly smooth, offering no opportunity for the collection of oil or dust. Ventilation is effected by the use of specially-constructed vanes, forming air ducts between the laminæ of the core.

These convert the armature into a blower and create a strong draft through the windings.

In the building up of the commutator drop-forged segments of pure lake copper are used. These are thoroughly insulated with the best amber mica, thereby avoiding all trouble in the way of "high mica" due to the use of a hard quality. Being supported upon cast-iron spiders, the radi-



JEFFREY PEELING TABLE CONVEYOR.

ating surface of the commutator is very large, with the result that it runs exceptionally cool, and that heating is reduced to the minimum.

Carbon brushes are used exclusively, and are mounted in holders of the sliding socket type, having every facility for ready adjustment. All machines are thoroughly tested before shipment by being given a full-load run during a continuous period of six to eight hours.

The Moffatt Improved Double-Acting Pump and Heater.

Such is the title of equipment offered steam users by the Park Manufacturing Co. of Charlotte, N. C., which has become very popular in the general market. This machine is highly recommended for all steam plants between 60 and 300 horse-power. It is driven either straight or geared 5 to 1, and, like the single-acting pump, is attached to the heater. It is heat, compact, strong and powerful, tak-



DOUBLE-ACTING PUMP AND HEATER COMBINED.

ing up the same space as the single heater without the pump.

The connections from pump to heater are already made when shipped out, and the only connections needed are from the water supply to the pump and from the heater to the boiler. If cold water is wanted for supplying an elevated tank or for any other purpose, the company makes connections for delivery between the pump and heater, or the pump can furnish such supply as well as feed the boiler.

These machines are remarkable for their simplicity and strength.

Jeffrey Peeling Table Conveyor.

The accompanying illustration shows a Jeffrey peeling table conveyor, which is in successful use in one of Colorado's large canning factories. The machine consists of a series of endless hardwood tables or platform, mounted on flanged truck wheels, the table being connected with a special sprocket chain rack.

table is mounted on a stand adjustable to and from the arbor, and can be swung to an angle of 30 degrees. It has friction rolls on each side, and suitable screw clamp is provided for holding the material. The machine can be belted either from the top or below, the swinging idler being reversible to bring the weight into action for either position.

The manufacturer, J. A. Fay & Egan Co. of 270 to 290 West Front street, Cincinnati, Ohio, will be pleased to furnish full particulars on application, and will also send its new illustrated catalog free.

Improved Automatic Surface Grinding Machine.

This machine is made from new and improved patterns throughout, intended for grinding flat metal surfaces where accuracy is required, or where the work to be ground is hardened so that other methods of truing the faces are difficult. It has a heavy base supporting both table and the wheel directly from the floor, which insures rigidity and prevents vibration. The bed which supports the table has both automatic and hand feed lengthwise with automatic or hand feed crosswise of the table. There is a clutch operated by the lever shown for throwing in and out the automatic feed. This can be done to change the work while the emery wheel and other parts of the machine are running. Adjustable stops are provided to limit the stroke to any desired length. The ways are provided with self-oiling device, and are thoroughly protected.

The improved machine has a projecting arm, which is an integral part of the emery-wheel head. The bearings have been lengthened, the spindle increased in diameter. The emery wheel is raised or lowered by hand wheel and screw. The automatic cross-feed can be arranged to feed at either or both ends of the stroke.

Jeffrey Automatic End-Dump Acid-Phosphate Car.

The illustrations as given herewith show two views of the Jeffrey automatic end-dump acid-phosphate car for handling liquid acid phosphate from the mixer to the storage point. These cars are made



FIG. 1.

of steel, well braced and stayed, and mounted on a heavy steel frame, with large flange truck wheels. The car is usually provided with an automatic rope haulage driven from the receiving end, so that the same operator who looks after the mixer can also look after the car. When the car is filled the operator simply

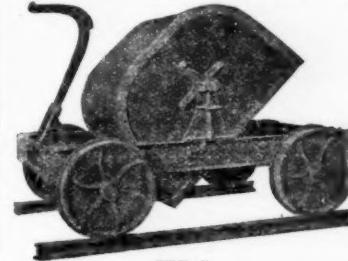
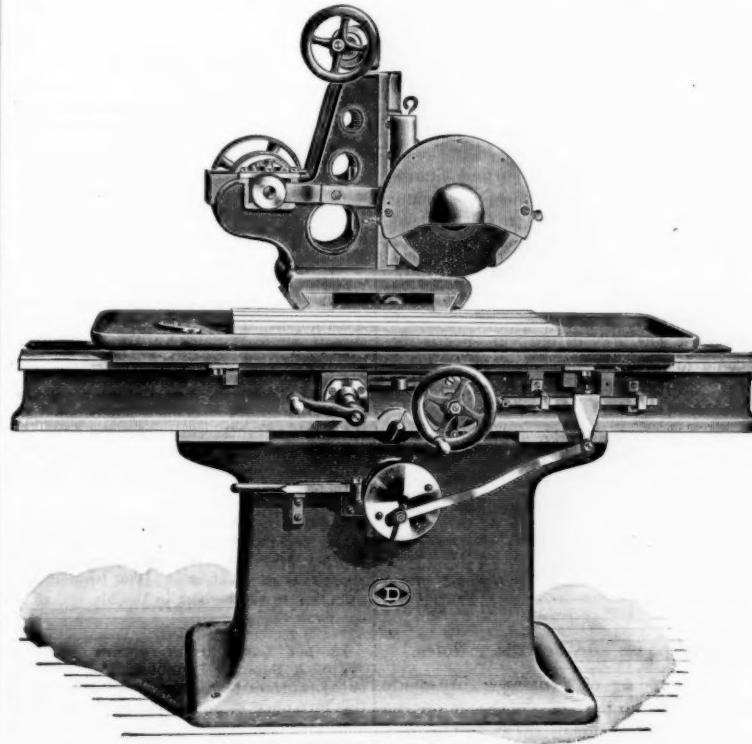


FIG. 2.

moves a lever, which pulls the car out to the desired dumping point. The dumping is effected by the special spring latch at one end of the car coming in contact with the overhead lever, which allows the body of the car to completely turn over and thoroughly empty itself, after which it



IMPROVED AUTOMATIC SURFACE GRINDING MACHINE.

The table and bed are provided with suitable guards for the use of water when pump is supplied with the machine. Each machine has a double countershaft, with drum for driving the emery wheel. Cone pulley gives three speeds to the table. Self-oiling boxes and dust protectors are used throughout.

Further particulars relative to the machine will be furnished by the Diamond Machine Co., Providence, R. I.

resumes its upright position automatically. After the car has been emptied the operator, by simply reversing the lever, brings it back again to the starting-point for another charge.

The apparatus is very simple, cheap and effective for handling acid phosphate, and anyone desiring complete equipment, including rope haulage, should address the manufacturer, the Jeffrey Manufacturing Co., Columbus, Ohio.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., April 3.

There is a firmer tone in the local phosphate market, and a better demand, as in all other fertilizer ingredients, with a prospect of considerable trade during the present month. Several sales of Tennessee and Florida rock are reported for the week, showing fair prices obtained. The charters reported during the week were the British steamer Lorie, 1694 tons, from Tampa to Helsingborg with phosphate rock on private terms; British steamer Boynton, 1630 tons, from Savannah, Ga., to Harburg with phosphate rock at 15¢/April-May, and schooner W. H. Clifford, 1387 tons, from Port Tampa to Baltimore, Philadelphia or New York with phosphate rock at or about \$2. There is considerable activity reported in certain sections of the Southern phosphate belt. The development in Florida continues unabated, and both land rock and pebble districts report a good output. There is more foreign demand for rock, and shipments are likely to show considerable increase during the present month. In the Tennessee phosphate field there is a considerable demand, and at Mt. Pleasant the various companies are holding their rock rather than make concessions in prices. The market is reported very steady, with a better foreign inquiry, and shipments abroad are of greater volume. South Carolina phosphate rock is steady, with the output somewhat reduced under the temporary suspension in mining of several companies.

Fertilizer Ingredients.

The market for ammoniates is very steady, with a good demand from Eastern and Southern sources. Stocks in the West are reported light. Messrs. Thos. H. White & Co., in their circular for March, issued yesterday, say: "The ammoniate market the past month has been very firm. There has been an active demand from both East and South. Stocks in the West are light, and for prompt and nearby shipment extreme prices are being asked. For futures, when offered, bids have been much below current figures. There have been sales of contracts May to October on basis of \$2.20 and 10, basis Baltimore, but the Western market is almost bare of material at present. Large users of ammoniates disclaim interest in futures at anything higher than moderate prices. The fish catch will shortly become an item in the question of prices for ammoniates over the next six months."

The following table represents the prices current at this date:

Sulphate of ammonia (gas)....	\$2 67½@ 2 70
Nitrate of soda, spot Balto....	2 00 @ 2 10
N. York. 1 85 @ 2 10	
Blood.....	2 45 @ 2 47½
Azotine (beef).....	2 47½@ 2 50
Azotine (pork).....	2 47½@ 2 50
Tankage (concentrated).....	2 37½@ 2 50
Tankage (6 and 20).....	2 40 & 10
Tankage (7 and 30).....	21 00 @ 21 50
Fish (dry).....	27 50 @ 30 00

Phosphate and Fertilizer Notes.

The exports of Tennessee phosphate rock from the port of Pensacola for the month of March amounted to 15,153 tons.

The British steamship Delmar cleared last week from Savannah, Ga., for Bremen and Antwerp with 1839 tons of high-grade Florida phosphate rock for the latter port.

Mr. Thomas E. Cottman has been admitted into the firm of J. H. Cottman & Co., merchandise brokers, of Baltimore, Md. The firm deals extensively in phosphate rock, nitrate of soda, brimstone and all fertilizer materials.

It is stated that Mr. Charles Ellis, Mr.

R. M. Butler, Mr. H. D. Stephens and Mr. C. G. Bell are negotiating with the city of Savannah for a site on a portion of the old water-works tract in that city, on which they propose to erect a fertilizer factory. Northern capitalists are said to be interested in the enterprise.

The Farmers' National Fertilizer Co., which was incorporated last week at Raleigh, N. C., is expected to be one of the largest enterprises in that section of the State. The capital stock of the company is placed at \$100,000, with privilege of increasing to \$1,000,000. Col. John S. Cunningham of Person county and Messrs. John C. Drewry and N. W. West, prominent Raleigh capitalists, are among the incorporators. The principal factory is to be erected at or near Raleigh.

The board of directors of the Virginia-Carolina Chemical Co. of Richmond, Va., has declared a dividend of 2 per cent. upon the preferred stock of the company for the quarter ending March 31, 1901, payable April 15, 1901. The Virginia-Carolina Chemical Co.'s stocks have been admitted to dealings on the New York Stock Exchange. In the company's application to list net profits for the year ending June 30, 1900, are stated at \$1,539,000, from which were deducted dividends for the preferred and for the common stocks (then outstanding), amounting to \$822,000, leaving a surplus of \$718,000, to which should be added income from other sources, carried direct to undivided profits, amounting to \$258,000. The company claims to have nearly \$9,000,000 good and quick assets, consisting of cash, accounts receivable and merchandise, etc., in excess of its current liabilities. This does not take in consideration at all any of its plants, pyrites, brimstone, phosphate, mines and lands, besides the steamships, tugs, lighters, sixty-five miles of railway, eighteen locomotives, 450 cars, and its investments in other companies, amounting to over \$1,500,000.

TRADE NOTES.

Property Wanted.—E. Sheridan, 55 Broadway, New York, wishes prices on asbestos, graphite and other deposits.

Timber, Coal and Iron Lands.—Anyone interested in property of this kind may find it to their advantage to address P. O. Box 575, Clarksburg, W. Va., as indicated in another column.

For Electrical Power.—The Ball Engine Co. of Erie, Pa., has recently installed three large engines for electrical purposes at Cincinnati, Ohio, Willoughby, Ohio, and Thurber, Texas.

To Cottonseed-Oil Manufacturers.—Parties interested in erecting such plants may find it to their advantage to answer the advertisement for hydraulic machinery inserted by "American," Monadnock Building, Chicago, Illinois.

A 60-ton Contract.—A single contract recently secured by the Robert Aitchison Perforated Metal Co. of Chicago represented sixty tons of sheet steel. The present year promises to be the best in the history of the company.

Another Large Order.—Messrs. Wm. B. Scalf & Sons of Pittsburgh, Pa., have secured contract to construct the buildings of the Pittsburgh Seamless Bottle Co. at Everett, Pa. Steel-frame construction will be used throughout.

Another Foreign Office.—The E. W. Bliss Company, Adams and Plymouth streets, Brooklyn, N. Y., announces that it has been obliged to open another European office at Milan, Italy, for the sale of its presses, dies and special machinery.

Long List for March.—Orders received by the Crocker-Wheeler Company of Ampere, N. J., for March indicate the wide range of territory in which this company sells its electrical machinery. The orders included motors for the Philadelphia Engineering Works, a generator for the General Electric Co. of Glasgow, Scotland, and a quantity of

apparatus for the Newport News Shipbuilding & Dry-Dock Co.

To Machinery Users.—Elsewhere in this issue will be found an offer of wood and iron-working machinery for sale by G. W. Willebrands, 50 Jefferson avenue, Detroit, Mich. It includes equipment from some of the most noted makers in the country.

Circulating Throughout the South.—Nearly 200 exhaust heads have been sent by the Sterling Blower & Pipe Manufacturing Co. of Hartford, Conn., to Southern customers since January 1. A recent order was for three exhaust heads for the Morris Lumber Co. of Slocomb, Ala.

For Machinists and Mill Men.—Messrs. W. H. Gibbes & Co. of Columbia, S. C., are having extensive trade in the South on account of the superior character of the mill furnishings they handle. Among the concerns which they represent are the J. A. Fay & Egan Company, the Williams Leather Beltting, also the New Jersey Car Spring & Rubber Co.

A Wide Range.—Contracts recently secured by the Vilter Manufacturing Co. of Milwaukee for its refrigerating and ice-making machinery and Corliss engines indicate the especially wide range of territory from which it obtains trade. The area comprises about every State in the Union. Especially notable is the list of large orders recently obtained.

Strong Testimonials.—Recent letters received by the Warren Company, 26 Jackson street, Chicago, Ill., relative to the Warren pulley cover indicate that it has been evidently thoroughly tested, with the most satisfactory results. One of the testimonials comes from Mexico, the writer stating that it is the "best thing he has even run across" for saving belting.

A Half-Century.—In announcing the fact that it has been in existence fifty years the American Steam Gauge Co. of Boston states that it has changed its title to the American Steam Gauge & Valve Manufacturing Co. The specialties for steam use which this corporation has placed upon the market have steadily enhanced its reputation until it has secured a very wide market.

Steel Cars in Accident.—A photograph of a railroad collision in Ohio has been widely circulated around the country on account of the remarkable result of the collision. While the track was torn to pieces and other damage done, the cars attached to one engine, which consisted principally of rolling stock made by the Pressed Steel Car Co. of Pittsburgh, Pa., were practically uninjured. They were thrown from the track in different positions, but few were even damaged slightly, the contents of each car remaining in it. The accident is a strong object-lesson of the durability and strength of the framework of steel cars.

A Rare Chance for Photographers.—All interested in photography will be interested in a prize offered by Mr. H. D. Crippen of 52 Broadway, New York, for the best flashlight photograph showing the Jackson Power Rock Drill in operation. The view should be taken either in shaft, tunnel or in some position where its advantages are plainly evidenced, with the operator or operators in the natural position they would assume when working with it. The contest is open to all, the only provision being that the photographer must give data as to the name and location of the mine and the owner in submitting the photograph. The award will be made June 1.

TRADE LITERATURE.

To the Point.—"Graphite" is the title of a bright little publication issued in the interest of Dixon's graphite production. It contains considerable information of value to users of this compound, and is published by the Joseph Dixon Crucible Co. of Jersey City.

Late Ideas in Fans.—Catalogue No. 116, issued by the B. F. Sturtevant Company of Boston, Mass., is devoted to a description and illustrations of the disc and propeller fans manufactured by this company. They are especially desirable for work where the resistance is slight and the velocity low. They are adapted for moving large volumes of air under low pressure and are very substantially constructed. The catalogue contains a complete list of the various sizes offered the trade.

Bolts and Screws.—It is a question what the world would do without bolts and screws, for they are used in nearly every manufactured article. A very large proportion are the kind made by Messrs. Ham-

macher, Schlemmer & Co. of 209 Bowery, New York. Catalogue No. 114, just issued, is devoted entirely to bolts and screws, with the exception of a few pages, which refer to rivets, wire and some other specialties manufactured by this concern. They have a very high reputation among mechanics for the quality of their materials.

For the Worst Places.—Jenkins Bros.' valves are intended for the places where most leakage occurs in the engine-room. This is the announcement in the latest catalogue issued by the firm, who also gives a guarantee that each valve will be perfectly tight. The various designs of valves made by Messrs. Jenkins Bros. have long been known to steam users for their reliability. The catalogue referred to gives a list of the principal forms, as well as a number of other devices. The firm may be addressed at 71 John street, New York.

Pictures Tell the Tale.—A strong proof of the value and extensive use of the tools manufactured by the Chicago Pneumatic Tool Co. is given in the series of photographs contained in its latest catalogue. There are shown samples of marine construction, bridge-work, manufacturing ornamental fountains, the treatment of stone and marble in various forms and general machine-shop practice. From the photographs one gets the idea that the tools of this class are indispensable, which is no more than the truth. The catalogue is attractively printed and very artistically bound.

Labor-Saving in Mines.—The use of electrical, pneumatic and steam machinery in mines has really assumed wonderful proportions within a few years. This fact is strikingly shown in the latest catalogue issued by the Howells Mining Drill Co. of Plymouth, Pa. A feature of the catalogue is the variety of illustrations taken direct from photographs showing what the Howells drills can accomplish in labor-saving. The photographs also include views showing the tedious and arduous process of working into coal seams by hand, and the use of air, for example, as mechanical muscle. The Howells drills are manufactured in so many forms that they can be used in nearly every formation of coal, salt, rock or other substance to be extracted. Machinery users and miners generally will be pleased at the practical description of the processes given in this book.

A Modern Product.—A product which is of comparatively recent origin is chloride of calcium in commercial form, yet its advantages have become so well known for various purposes that it is a favorite substitute for brine in many processes, and as a chemical in fire extinguishers the chloride manufactured by the Solvay Process Co. is noted for its purity, as it contains no chloride of sodium or magnesium, and only freezes at an extremely low temperature. It never becomes foul, and, unlike salt, has no bad effect upon iron and steel. The product is furnished both in solid and liquid forms, the fluid calcium being shipped in tank cars, while in solid form it is packed in iron drums. The Carbondale Machine Co. of Carbondale, Pa., manufacturer's agent, has recently issued some interesting reading matter, which gives its properties as compared with salt, also tables showing the comparative freezing points, the specific heat, etc. For cold-storage purposes its value is widely recognized.

Capital Wanted for Manufacturing Business.

I am looking for a party or parties with capital who would like to invest in a new and exclusive manufacturing business, making metal goods by a valuable new patented method for working or shaping cold metal, being able to perform in a single operation what has heretofore required several, and is very successful in working aluminum and like metals. This method is a new discovery and a radical change from any other process. It has been in an experimental stage for the last two years, is fully and practically demonstrated by the inventor, and will revolutionize and greatly cheapen the mode of manufacturing an endless number of articles. It is fully covered with patents in this and foreign countries, and is positively without competition, and only needs capital and push to make it a great and speedy success, for I can honestly say that it is not only a wonderful, but big, sure thing; therefore, if you have money and would like to interest yourself in a manufacturing enterprise of this kind and mean business, I would like to hear from you, or, better yet, have you call and see me.

J. G. CLONNEY,
64 Hawley street, Binghamton, N. Y.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Birmingham—Ovens.—The Empire Coal & Coke Co., H. W. Milner, general manager, will build a number of coke ovens in Walker county, as reported recently. Company cannot state at present when work will be commenced or how many ovens will be constructed.

Birmingham—Building-material Factory.—The Wood-Dickerson Supply Co. has been incorporated, with capital stock of \$10,000, by W. E. Wood, W. E. Dickerson and others for the manufacture of building material.

Scottsboro—Cotton Compress.—Mr. Caldwell is establishing a round-bale cotton compress.

Birmingham—Furnace.—The Republic Iron & Steel Co. will blow in its No. 2 furnace at Thomas the coming week.

Birmingham—Paint Company.—Chartered: The McGowan Paint Co., with capital stock of \$10,000, by T. L. McGowan and others.

Birmingham—Coal Lands.—J. M. Elliott, Jr., recently reported as having purchased coal lands, states that he has purchased several thousand acres of coal lands and will have about 20,000 acres when all purchases are complete. The matter of development has not as yet been determined.

Birmingham—Coal and Coke Company.—The Tutwiler Coal, Coke & Iron Co. has increased its capital stock from \$50,000 to \$1,000,000, and has acquired the ore interests of Adler Bros. in Etowah, Jefferson and other counties. E. M. Tutwiler remains president of the company, and Edgar Adler of Adler Bros. becomes general manager. The company was reported some time ago as enlarging and improving its Vanderbilt furnace.

Elba—Cotton Mill.—The company reported recently to be formed, with capital of \$200,000, for the establishment of a cotton mill, has organized as the Elba Manufacturing Co., with J. W. Comer of Savannah, Ga.; J. C. Henderson of Troy, J. D. Blue, F. P. Palmer and others of Elba as incorporators. Company will manufacture cotton and woolen goods, using electric-power generated by water-power near the town.

Florence—Hoop and Heading Mill.—The Cypress Creek Manufacturing Co. will rebuild its plant recently reported burned.*

Huntsville—Woolen Mill.—New York parties are investigating with a view to establishing a \$50,000 woolen mill in Huntsville. Probably T. W. Pratt can give information.

Mount Vernon—Hardwood Mill.—L. H. Chittick and Hubbard Parker will establish a hardwood mill at Mount Vernon.

Piedmont—Knitting Mill.—A knitting mill will be established and in operation within a short time. A Mr. Oates is said to be interested, and Mayor Eubanks may be addressed for information.

Verbenia—Gininery, etc.—Patillo Bros. have contracted for a three 70-saw gin outfit and round-bale cotton compress, which they will operate in connection with saw-mill.

ARKANSAS.

Fort Smith—Brick and Tile Works.—The Choctaw Pressed Brick & Terra Cotta Co. has been incorporated, as recently reported, and has purchased machinery for the manufacture of brick and tile; capacity will be 20,000 brick per day, which will be increased to 100,000 per day as demand requires; W. C. Caldwell, president.

Harrison—Mining.—The Arkansas Mineral & Marble Co. has been incorporated, with capital stock of \$150,000, by Henry C. Doyle, president; Philip Kolb, vice-president, and Chas. R. Capps, secretary and treasurer.

Hot Springs—Electric-light Plant.—Estimates are being received for erection of an electric-light plant. Address "The Mayor."

Little Rock.—The Egyptian Meal Co. will erect a new building for its recently-acquired machinery; W. Sparling, president.

Little Rock—Mercantile.—Chartered: The Dixie Clothing Co., with capital stock of \$20,000, by Mrs. Esther Ostrich, president and treasurer; J. H. Epstein, vice-president; Dave Ostrich, secretary.

Little Rock—Lumber Company.—The Cypress Lumber & Shingle Co. has been incorporated, with capital stock of \$50,000, by W. B. Ferguson, president; S. N. Marshall, vice-president, and C. E. Shumaker, secretary and treasurer.

Little Rock—Mercantile.—The Beal-Doyle Dry Goods Co. has been chartered, with capital stock of \$500,000, by J. T. Beal, president, and others.

Little Rock—Cracker Factory.—Northern parties are investigating with a view to establishing a cracker factory in Little Rock. Address secretary Board of Trade.

Paragould—Flour Mill.—The Paragould Roller Mill, recently reported burned, will be rebuilt with capacity of 125 barrels.*

Walnut Ridge—Mercantile.—The T. J. Sharum Mercantile Co. has been chartered, with capital stock of \$50,000, by T. J. Sharum (president) and others.

Warren—Lumber Company.—The Arkansas Lumber Co. has been incorporated, with capital stock of \$100,000. M. F. Rittenhouse is president; J. N. Embree, vice-president, and J. G. Leavitt, secretary.

FLORIDA.

Daytona—Cold-storage and Electric-light Plant.—Adam Schantz of Dayton, Ohio, has purchased site at Daytona and will erect cold-storage plant; also electric-light plant for furnishing electricity to the town and to operate an electric road.

Everglade—Saw-mill.—W. B. Scott & Son of Birmingham, Ala., are reported as investigating cypress timber tracts near Everglade with a view to erecting a large saw-mill to cut lumber.

Fernandina—Cannery.—S. S. Goffin has established the cannery lately mentioned; daily capacity is from 5000 to 6000 cans, and plant is operated under the name of the Nassau Sound Packing Co.

Inverness—Telephone System.—The Florida Telegraph and Telephone Association has been incorporated, as recently reported, and will erect main copper lines from Jacksonville to Port Tampa, with side lines embracing and connecting all points in Florida south and east of the Suwanee river. Address W. K. Jackson, president.*

Jacksonville—Mining.—The Acworth Mining Co. has been chartered, with capital stock of \$100,000, for the purchase and development of mineral properties, construction of smelters, etc. D. E. Maxwell is president; W. A. McDuff, vice-president, and Blair Burwell, Jr., secretary and treasurer.

Jacksonville—Towing Company.—The St. John Towing Co. has been incorporated, with

capital stock of \$4000, by Montgomery Corse, J. A. Ritter, A. E. Wald, John Price and others.

St. Augustine—Water-works Improvement. The city will improve its water-works system. Address "The Mayor."

Tampa—Telephone System.—Jacob F. Broline and Guy Hoffman of Ohio, reported last week as organizing a company for the construction of an underground telephone system at Tampa, have, with William G. Broline, James W. Barwick and James L. Lunsford, incorporated the Peninsular Telephone Co., with capital stock of \$300,000; same company will construct systems in several other Florida towns, which will all be connected.

Tampa—Cannery.—D. B. High will establish a plant for canning sardines and desires correspondence.*

GEORGIA.

Atlanta—Street Paving.—Whitehall street will be paved with asphalt. Address "The Mayor."

Atlanta—Brick Company.—The Fulton Brick Co. has been incorporated by Joseph S. Rivers, A. F. Herndon, W. W. Holliday and others, with capital stock of \$3000, privilege of increasing to \$25,000, for the manufacture of brick.

Atlanta—Ore and Timber-land Development.—The North Georgia Mining & Milling Co. reported at length in these columns recently, will manufacture woodenware and lumber from 30,000 acres of timber lands and explore and develop the mineral deposits on the property. Company will require a large amount of machinery when organized, which will be several weeks hence. For full particulars address J. K. Tillotson, 11 Broadway, New York.

Atlanta—Knitting Mill.—Fred. Remington Greene of Amsterdam, N. Y., manufacturer of cotton and woolen underwear, is investigating with a view to removing his mill to Georgia, probably Atlanta.

Atlanta—Telephone Improvements.—The Standard Telephone Co. is reported to make extensive enlargements and improvements to its Atlanta system. Address Albert Baltz, president, Philadelphia, Pa.

Augusta—Ice Factory.—H. G. Barrett, J. W. Inman, S. H. Cohen, C. H. Behre, J. F. McGowan and others have incorporated the People's Ice Co., with capital stock of \$10,000 and privilege of increasing to \$50,000, for establishment of the ice factory lately noted.

Cedartown—Box Factory.—A factory for the manufacture of pasteboard and board boxes will be established. Address W. S. Coleman.

Cedartown—Buggy, etc., Factory.—F. W. Crane of Atlanta, M. H. Cotton, S. S. White and others have organized the Cotton-White Buggy Co. and secured building, which will be equipped as a factory for manufacturing buggies, wagons, drays, etc.; building will be erected later on.

Cedartown—Cotton Gin.—J. T. West will rebuild his ginnery, recently reported burned. Address Mr. West at Sewanee, Tenn.*

Columbus—Power Plant.—The Columbus Railroad Co. will install a generator in its new steam plant for the purpose of furnishing power to street cars.

Hogansville—Knitting Mill.—The establishment of a \$20,000 knitting mill is proposed. Address "The Mayor."

Hogansville—Electric-light Plant and Water-works.—The city has closed contract for establishment of the electric-light plant and water-works previously reported. Address "The Mayor."

La Grange—Cotton-oil Mill.—A company will be organized, with George W. Truit, president, and S. D. White, vice-president, for the establishment of a cottonseed-oil mill.

Macon—James Kerr of California will organize the Kerr Spraying Compound & Pump Co. for the manufacture of a fluid for spraying fruit trees and a pump for spraying purposes.

Macon—Timber Lands, Saw-mills, etc.—Thomas J. Carling, Maurice Waterman, Henry McHatton, Minter Wimberly of Bibb county, George F. Archer of Camden, N. J., and others have incorporated the Omoa Company, with capital stock of \$500,000, privilege of increasing to \$2,000,000, to deal in timber lands, operate saw-mills, construct railroads, wharves, docks, etc.

Midville—Ginnery.—R. J. Peel will build four 70-saw gin, with elevators, cotton clean-

ers and conveyors; also round and square-bale presses.*

Rome—Telephone System.—The city council has passed the ordinance granting permission to the Southern Bell Telephone & Telegraph Co. to construct and operate a system of telephone and telegraph in Rome.

Rossville—Glass Factory.—The Chattanooga Bottle Glass Co. is being organized, with capital stock of \$30,000, at Chattanooga, Tenn., for the establishment at Rossville of a glass plant, mention of which has been made before; capacity will be 250 gross of bottles per day. Charles Reif of Chattanooga will be president, and Jacob Bunschier of Findlay, Ohio, general manager.

Savannah—Storage Tanks.—The Savannah Tank & Supply Co. will erect a large plant for storing turpentine, consisting of several tanks, at a cost of \$5000 each and with capacity of 5000 barrels each.

Savannah—Fertilizer Factory.—Charles Ellis, R. M. Butler, H. D. Stevens, C. G. Bell and others are investigating with a view to establishing large fertilizer factory in Savannah.

Waycross—Wagon Factory.—The organization of a stock company for the establishment of a wagon factory with capacity of at least ten wagons daily is being talked of. Names of interested parties will be announced later.

KENTUCKY.

Danville—Ice Plant.—The Danville Ice & Coal Co. is changing location of its ice plant and increasing from ten to twenty tons. Other improvements will also be made, including the installation of cold storage, an extra compressor and condenser, another 100-horse-power boiler and other necessary fittings.

Elizabethtown—Ice Factory.—Another ice factory will be established. Names of interested parties will be announced later.

Kirksville—Broom Factory.—A. D. Jones, R. S. Brown and E. R. Shrewsbury have organized a company for the establishment of a broom factory.

Lexington—Chartered: The Woman's Enterprise Co., with capital of \$2000.

Lexington—Machine Shops.—The Galveston Fiber Co. of Galveston, Ky., will, if its present plans develop, establish shops at Lexington for the manufacture of its machines for breaking hemp. Each machine has a capacity of 3000 pounds per day of ten hours.

Louisville—Ice and Cold-storage Company. The National Ice & Cold Storage Co. has increased its capital stock from \$50,000 to \$100,000.

Louisville—Publishing.—The Southern Publishing Co. has been incorporated by M. T. Gallagher and others.

Louisville—Mineral and Timber Lands.—W. G. Campbell of Denver, Col., has closed deal for the purchase of 262,000 acres of timber and mineral lands in Eastern Kentucky and will develop same.

Maysville—Telephone Company.—The Maysville Telephone Co. has been incorporated, with capital stock of \$5000, by Jas. W. Chambers and others.

Middlesborough—Coal Mine.—The Fourmile Coal Co. has purchased new electrical machinery and opened a new mine.

Middlesborough—Coal Mines.—The Yellow Creek Coal Mining Co. has been organized by Joseph Bosworth, E. S. Helburn, R. E. Rennebaum and others, for the development of coal mines at Bennett's Fork.

Oak Hill—Coal Company.—The Oak Hill Coal Co. has been chartered, with capital stock of \$30,000.

Owensboro—Telephone Exchange.—W. D. Burford, local manager of the Cumberland Telephone & Telegraph Co., has purchased building and will expend \$15,000 in improving and equipping as a telephone exchange.

LOUISIANA.

Alexandria—Saw and Planing Mills.—The Queen City Lumber Co., Limited, has been organized, with capital stock of \$10,000, to conduct lumber business and to operate saw and planing mills at Pollock and Alexandria, and also to construct tram railroad for conveying the timber to the mills; H. M. Willis, president; Chas. M. Waters, vice-president; Geo. M. Ratcliffe, secretary and treasurer.

Coushatta—Cotton-oil Mill.—Efforts are be-

ing made for the establishment of a \$25,000 cottonseed-oil mill and compress. Names of interested parties will be announced later.

Crowley—Development Company.—The Crowley Development Co., Limited, has been organized, with capital stock of \$250,000, for general development purposes; T. J. Caldwell, Jr., president; J. S. Mann, vice-president; J. H. Lewis, secretary, and Fred L. West, treasurer.

Gueydan—Rice Mill.—The Mutual Rice Mill has been organized, with capital stock of \$35,000; W. L. Doss, president; W. Quereau, vice-president; F. D. Clark, secretary and treasurer.

Loyd—Sugar Mill.—The Loyd Sugar & Molasses Co. has been organized, with capital stock of \$15,000, for the establishment of a sugar mill, by C. M. Wells of Loyd, president; J. D. Clark of LeCompte, vice-president and secretary, and Paul Lissos of Alexandria, treasurer.

Mandeville—Publishing.—The Mandeville Publishing Co., Limited, has been incorporated by E. B. Shanks and others.

Monroe—Sewerage.—The mayor will advertise for proposals for construction of the proposed sewerage system for which \$30,000 was recently voted.

New Orleans—Tank and Cistern Factory.—Harry Brothers Company of Dallas, Texas, and Los Angeles, Cal., will establish a plant at New Orleans for the manufacture of corrugated galvanized steel cisterns and tanks.

Shreveport—Saddlery.—The company reported previously as to be organized for the establishment of a saddlery has been incorporated as the Shreveport Saddlery Co., Limited, with capital stock of \$100,000, by L. M. Carter, president; L. E. Etchison, vice-president and manager; R. P. Dunklin, treasurer, and L. F. Allday, secretary. Company has purchased the harness and saddlery business of J. F. Looney.

Westlake—Oil and Sulphur Development.—The Westlake Prospecting Co., recently reported organized, will soon contract for sinking one or more test wells for oil and sulphur. Address R. Krause.

MARYLAND.

Baltimore—Water Company.—The Normandy Heights Water Co. has been incorporated, with capital stock of \$50,000, for supplying water to several towns in Baltimore county. George A. Dubreuil, Howard B. Shipley, John B. L. Hanes, Arthur Stewart and William W. Powell form the board of directors.

Baltimore—Bakery.—The Maryland Biscuit Co. will shortly begin the rebuilding of its plant recently burned. Electricity will be the motive power employed to operate the machinery; Milton W. Offutt, president.

Baltimore—Land and Improvement Company.—Henry A. Parr, George R. Webb, J. W. Middendorf and others have incorporated the United Land & Improvement Co., with proposed capital stock of \$300,000.

Baltimore—Dairy.—The Filton Farm Dairy Co., reported some time ago to make extensive improvements, has purchased property on Calvert street, which will be remodeled. A 10-ton ice plant will be installed, also ice-cream machines, milk condenser, etc.

Baltimore—Building Company.—The Geo. A. Fuller Co. has been chartered at Trenton, N. J., with authorized capital of \$20,000,000, to conduct a general contracting business, especially in the erection of large buildings. Clarence Stanley, Philip H. Many, Harry M. Avery and others, all of New York, are the incorporators.

Baltimore—Packing-house.—The S. M. Lawder & Sons Co. has contracted for erection of a packing-house. Main building will be 68x250 feet, two stories high, equipped with machinery for daily capacity of 75,000 cans of fruit.

Baltimore—Enameling and Stamping Company.—The National Enameling & Stamping Co. has absorbed the Keen & Haggerty Manufacturing Co., and will enlarge works and operate on more extensive scale.

Baltimore—Railroad Improvements.—The Western Maryland Railroad Co. contemplates extensive improvements along its line, including the strengthening of its bridges, putting in a second track, adding sidings, building freight sheds and providing other facilities for the movement of traffic; J. M. Hood, president and general manager, Baltimore.

Cambridge—Fertilizer Factory.—Noah Webster has purchased the Webster Fertilizer Works, as recently reported, and will overhaul the machinery, installing two additional sets of burrs. Mr. Webster proposes later on to organize a stock company for operating the works.

Frederick—Elevator.—The Frederick Elevator, reported burned, will be rebuilt.

Mt. Washington—Cotton Mill.—The Washington Mills will enlarge its engine-house and install new engine; also generally overhaul the plant; spindles number 5000.

MISSISSIPPI.

Askew—Stave Factory.—The Kennedy Morelock Stave Co. is erecting a large stave mill at Askew.

Batesville—Bridge.—The board of supervisors of Panola county intends rebuilding 200 or 225 feet iron span of bridge at Batesville, and deales estimates; T. T. O'Bryant, clerk.

Collins—Artesian Wells.—A company has been organized for the purpose of sinking artesian wells. Dr. G. C. Nesmith is interested.

Greenville—Electric-light Plant.—Henry Crittenton and others have organized a \$25,000 company for the establishment of an electric-light plant.

Laurel—Knitting Mill.—E. K. Stallo and others have incorporated a \$30,000 company for the establishment of a knitting mill.

Natchez—Land Improvement.—Henry Frank and others have incorporated a land and improvement company, with capital stock of \$100,000.

Vaiden—Furniture Factory and Saw-mill.—The Vaiden Lumber & Furniture Manufacturing Co. has been incorporated for the erection of a three-story building 50x150 feet, which will be equipped as a furniture factory, saw-mill and lumber mill. Capital stock is \$15,000, with privilege of increasing to \$30,000. W. Stuckey is president; J. C. Bennett, secretary and treasurer. Address the secretary.*

MISSOURI.

Gulford—Investment Company.—Chartered: The Gulford Investment Co., with capital of \$6000, by J. C. Hocker, M. M. Pollard and others.

Kansas City—Laundry.—The Faultless Hand Laundry Co. has increased its capital stock from \$100,000 to \$200,000.

Kansas City—Realty Company.—Chartered: The Gillham Realty Co., with capital stock of \$25,000, by A. E. Shure (president) and others.

Kansas City—Wood Fiber Plaster Company.—Chartered: The Flexible Wood Fiber Plaster Co., with capital stock of \$5000, by W. G. Leggett, A. W. Evans, G. L. Manassa and others.

Kansas City—Flour Company.—S. W. Birch, W. M. Pynson and others have incorporated the Petro Pulp Flour Co., with capital stock of \$2000.

St. Joseph—Overall and Shirt Factory.—Richardson-Roberts Dry Goods Co., whose shirt and overall factory was recently reported burned, states that it has secured building which it is fitting with machinery and will resume operations at once; company will probably build a large factory in the near future.

St. Louis—Chemical Company.—The Pfeiffer Chemical Co. has been incorporated, with capital stock of \$100,000, by Henry Pfeiffer and others.

St. Louis—Coal Company.—Chartered: The Barth-Rose Coal Co., with capital stock of \$20,000, by J. D. Barth, W. B. Rose and John E. Bishop.

St. Louis—Mercantile.—Chartered: The McNichol Tailor Co., with capital stock of \$2000, by Michael J. McLaughlin and others.

St. Louis—Forge and Iron Works.—St. Louis Steam Forge and Iron Works, recently reported burned, will be rebuilt; building will be 200x250 feet, with wings and Ls; C. L. McDonald, secretary.*

St. Louis—Manufacturing Company.—The J. D. Hodges Manufacturing Co. has been incorporated, with capital stock of \$25,000, by J. D. Hodges, Edward A. Roegner and Fred C. Suhr.

NORTH CAROLINA.

Durham—Water-works Extension.—The city will extend its water system this summer. Address J. C. Mitchell, superintendent Durham Water Co.*

Elizabeth City—Broom Factory.—A broom factory is being erected. Names of interested parties will be announced later.

Fayetteville—Steamboat Company.—The Fayetteville & Wilmington Steamboat Co., recently chartered, has capital stock of \$125,000, and not \$25,000, as lately reported; W. L. Holt, president.

Fayetteville—Cotton and Woolen Mills.—The Fayetteville Cotton and Woolen Mills has been chartered, with capital stock of \$100,000, for the manufacture of cotton and woolen fabrics, by E. W. Cooke of New York, W. L.

Holt and W. M. Morgan of Fayetteville, and R. P. Gray of Greensboro, N. C.

Henderson—Cotton Mill.—The Henderson Cotton Mills will erect a 110-foot addition to its 75x408-foot building, and probably install additional machinery.

High Point—Chair Factory.—The Victor Chair Co. has been incorporated, with capital stock of \$5000, by S. L. Davis, E. N. Armfield and W. H. Ragan. Address S. L. Davis.*

Hillsboro—Saw-mill and Cotton Gin.—H. H. Thompson is installing saw-mill, and will put in cotton gin this season.*

Raleigh—Cannery.—Efforts are being made for the establishment of a large cannery. Names of interested parties will be announced later.

Raleigh—Fertilizer Company.—Col. John S. Cunningham, J. C. Drewry, Capt. N. W. West and others have incorporated the Farmers' National Fertilizer Co., with capital stock of \$100,000, privilege of increasing to \$1,000,000, for the manufacture of chemicals, fertilizers, etc.

Salisbury—Electric-light and Gas Plant.—Northern parties have, it is said, purchased the electric-light and gas plant in operation at Salisbury, and will remodel and renovate the entire outfit. The J. B. White Co. can give information.

Shelby—Cotton Mill.—The Mary Etta Cotton Mills has been incorporated for the establishment of a cotton mill on the French Broad river, near Shelby. The capital stock is \$25,000, and the incorporators are J. F. Ledbetter of Sharon, J. H. McBrayer of Shelby, E. L. Jenkins of Darfur and others.

Waynesville—Water-works.—The city will issue bonds for construction of its proposed water-works system. Address "The Mayor."

Wilmington—Paint Factory.—Henry Pannill of Norfolk, Va., previously reported as having organized the Pannill Paint Co. for the manufacture of paint, has, with others, incorporated the company as the Pannill Roof Paint & Solder Co., and will erect a factory, two stories, 66x233 feet, for conducting the business on an enlarged scale. S. W. Skinner is president; Thomas F. Simmons, vice-president; L. A. Weedon, secretary and treasurer, and Henry Pannill, general manager.

Wilson—Telephone Company.—The Wilson & Tarboro Telephone Co. will increase its capital stock from \$10,000 to \$25,000.

SOUTH CAROLINA.

Abbeville—Electric-light and Power Plant.—The Abbeville Electric Light & Power Co. (incorporated) will issue \$10,000 of bonds for improvement purposes; C. G. Sayre, general manager.

Charleston—Rice Company.—The Cherokee Rice Co. has been incorporated, with capital stock of \$20,000, by J. B. O'Neill, president; F. Q. O'Neill, vice-president, and George S. Johnson, secretary and treasurer.

Charleston—Mercantile.—The Matthies & Stelling Co. has been incorporated, with capital stock of \$50,000, for conducting general grocery business, by August Matthies and others.

Dillon—Warehouse Company.—The Palmetto Warehouse Co., with capital stock of \$5000, has been chartered to conduct general tobacco warehouse business. T. B. Stackhouse is president, and E. L. Moore, secretary and treasurer.

Dixie—Tobacco Company.—The C. A. Gregory Tobacco Co. has been incorporated, with capital stock of \$5000, by C. A. Gregory and P. A. Wilcox.

Rock Hill—Water-power Development.—The Catawba Water-Power Co. will increase its capital stock from \$100,000 to \$150,000, which will be made by the issue of preferred stock. This company is now developing the power of the Catawba river.

Saluda—Oil Mill.—Temporary organization has been effected for the erection of a 30-ton cottonseed-oil mill. Address Alvin Ethridge.*

Stevenson—Mercantile.—Chartered: The D. L. Stevenson Co., with capital of \$2000, by D. L. Stevenson, president, and others.

Summerville—Publishing.—Chartered: The Summerville Publishing Co., with capital of \$1000, by T. B. Stanland and others.

Westminster—Cotton Mill.—The Cheswell Cotton Mill Co. will increase its capital stock from \$100,000 to \$200,000, and increase equipment as new stock is disposed of; present equipment is 10,000 spindles and 200 looms.

TENNESSEE.

Bolivar—Furniture Factory.—W. H. Reynolds & Co. have erected a two-story iron building 60x56 feet, and will equip it as a furniture factory.

Bristol—Brick Works.—Smith & Wilson will establish a brickyard with daily capacity of 35,000 bricks.

Camden—Telephone Exchange.—The Camden Telephone Exchange has been chartered, with capital of \$1000, by W. L. Morris, T. J. Lowery, W. P. McGill and others.

Chattanooga—Lumber Mill.—The J. M. Card Lumber Co. will improve its plant, including the installation of saws at yards, erection of 200-foot platform, etc.

Chattanooga—Chair Factory.—The Carlia Furniture & Manufacturing Co. has secured building and will install machinery for the manufacture of chairs, as lately reported.*

Chattanooga—Distillery.—The Cameron Liquor Co. has been incorporated, with capital stock of \$25,000, by T. S. Jones, J. S. Cameron, Herman Fox, W. E. Bonderaut and Max Moyses, for the erection of a distillery.

Chattanooga—Automobile Factory.—It is reported that Chicago automobile manufacturers will establish a branch of their plant at Chattanooga. Wm. A. Ferguson can probably give information.

Clarksville—Tobacco Factory.—The Turnley-Glen Tobacco Co. has been organized, with capital stock of \$100,000, for the erection of a building, which it will equip with machinery for the manufacture of smoking and chewing tobacco. James L. Glenn, Sr., is president; James L. Glenn, Jr., vice-president; G. Morton Turnley, secretary and manager.

Clarksville—Saw-mill.—G. T. Smith will rebuild his saw-mill recently reported burned.*

Clifton—Flour Mill and Electric-light Plant.—T. S. Hughes and J. G. Russ will establish a flour mill and electric-light plant.

Covington—Ice and Cold-storage Plant.—The Covington Ice & Cold Storage Co. has been incorporated, with capital stock of \$5000, by John Craig, R. C. Myers, Patrick Keeney, C. L. Foster and others.

Fairview—Telephone System.—The Fairview Telephone Co. has been chartered, with capital of \$1250, by H. F. Tilghman, J. C. Paris, W. A. Minton and others.

Fayetteville—Hoop Factory.—The Standard Hoop Co., recently reported as incorporated for the manufacture of barrel hoops, will have a daily capacity of 15,000 to 20,000 per day, which it will increase to double that amount in October.*

Gallatin—Mercantile.—Chartered: The R. Beebee Mercantile Co., with capital stock of \$25,000, by R. Beebee and others.

Huntington—Stave Mill.—The C. H. Wright Stave Co. has increased its capital stock to \$10,000.

Knoxville—Overall Factory.—The Briscoe Manufacturing Co. has been organized and will install twenty-five machines for the manufacture of overalls. Philip Briscoe, Jr., will be manager, and the plant will be located in the upper floor of the Knoxville Knitting Mills.

Knoxville—Knitting Mill.—It is rumored that the Knoxville Knitting Mills Co. has purchased the knitting mill of the George Manufacturing Co. at Greensboro, N. C., and will remove it to Knoxville, where the machinery will be improved and added to.

Knoxville—Ice Plant.—The Consumers' Ice Co. of Chattanooga contemplates the establishment of an ice factory at Knoxville. New buildings will be erected, wells bored, etc.

McMinnville—Brick Works.—Frank Blue will establish works for the manufacture of pressed brick.

Memphis—Lumber Company.—The Valley Lumber Co. has been incorporated, with capital stock of \$6000, by S. V. Hafer, John Elliott, J. N. Falls and others.

Memphis—Paint Company.—The Memphis Varnish Co. has been chartered by James E. Beasley, Edward Fontaine, Thomas F. Lilly and others; capital \$500.

Memphis—Tile Works.—C. B. Lyons & Co. of Toledo, Ohio, have, it is reported, purchased machinery for the manufacture of drain tile at Memphis.

Memphis—White-lead Works.—The Memphis White Lead Works has been chartered, with capital stock of \$30,000, by James E. Beasley, Edward Fontaine, Thomas F. Lilly and others.

Nashville—Ice Factory.—The Nashville Ice Co. and the Consumers' Ice Co. have consolidated and will operate under one management. A new company will be formed, with Edward Schoenpfug, president; Chas. F. Belser, secretary and treasurer, and W. W. Wingle, superintendent; capacity will be 100 tons per day.

Rockwood—Water-works.—Plans and specifications are now ready and bids are wanted on construction of the water-works system previously reported; Geo. E. Sylvester, engineer.*

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Sweetwater—Knitting Mill.—The Mascot Knitting Mills will enlarge its building and install a few more machines, as reported lately.

Washington County—Saw-mill.—Auldin Fields & Co., operating saw-mill at Kingsport, will remove their entire plant to Washington county.

TEXAS.

Beaumont—Oil Company.—A movement is on foot for the consolidation of all the important oil companies operating in the Beaumont district; capital stock to be not less than \$5,000,000 nor more than \$1,000,000,000. Judge Robert Greer of Beaumont is said to be the promoter.

Beaumont—Oil Wells.—The Texas-Western Oil Co. of Corsicana (formerly the Southwestern Oil Co.) is developing a well of great capacity near the Lucas well at Beaumont. Company is represented in Beaumont by D. R. Beatty.

Brownwood—Sewerage System.—The city is considering the construction of a sewerage system. Address "The Mayor."

Clarksville—Oil Company.—The Texas Oil Co. has been incorporated, with capital stock of \$20,000, by J. B. Lassiter, A. M. Graves and H. L. Norris.

Clarksville—Ice Factory.—A company has been organized, with capital stock of \$20,000, for establishment of an ice factory. Names of interested parties will be announced later.

Cleburne—Lumber Company.—Chartered: The A. C. Ford Lumber Co., with capital stock of \$10,000, by A. H. Ford, H. Brown and A. C. Ford.

Comanche—Oil Mill.—The Comanche Oil Mill Co. has been chartered, with capital stock of \$50,000, for establishment of a cottonseed-oil mill, by Winfield Scott of Fort Worth, J. H. Bryson of Comanche and C. H. Bencini of Brownwood.

Corsicana—Oil Company.—The Texas Oil Co. has been incorporated, with capital stock of \$50,000, by J. S. Cullinan, M. P. Cullinan and H. L. Scales, for development of oil lands, construction of pipe lines, etc.

Dallas—Oil Company.—The Dallas Oil & Fuel Co., with capital stock of \$10,000, has been incorporated for the development of oil lands, construction of pipe lines, etc., by E. J. Gannon, Royal A. Ferris, M. N. Baker and others.

Denison—Ice Plant.—The Denison Crystal Ice Co. is increasing capacity of its plant from forty-five to ninety tons; buildings have been enlarged and additional machinery installed.

Fort Worth—Fertilizer Factory.—The Fort Worth Packing & Provision Co. will rebuild its fertilizer plant, reported burned.

Galveston—Wharf Improvements.—J. B. Denison, agent Mallory Line, Galveston, previously reported as to receive bids for alterations and additions to the wharf sheds of the Mallory Line, has awarded contract for same to P. J. Callan of Galveston at \$40,000.

Grogan (P. O. Harleton)—Saw-mill.—The Silax Lumber Co., previously reported incorporated, will have a mill of 40,000 feet capacity.*

Hico—Cannery.—A company will be formed for establishment of a cannery. Names of interested parties will be announced later.

Houston—Oil Company.—The Bayou City Oil Co. has been incorporated, with capital stock of \$50,000, to prospect for oil, etc., by T. W. House, J. J. Sweeney, J. M. Cotton and others.

Ladonia—Cotton-oil Company.—The Pecan Gap Cotton Oil Co. has been incorporated, with capital stock of \$40,000, by T. H. B. Hockaday, C. A. Dulaney, G. L. Morgan and others.

Mart—Oil Mill.—The Marlin Oil Co. will erect a cottonseed-oil mill at Mart.

McGregor—Mercantile.—Chartered: The J. P. Cunningham Company, with capital stock of \$15,000, by J. P. Cunningham and others.

Mertens—Gin and Oil Mill.—The Mertens Co-operative Gin & Oil Mill Co. has been incorporated, with capital stock of \$40,000, and will, it is said, award contract April 1 for machinery for gin and cottonseed-oil mill.

Rockett—Cotton-oil Mill and Ginnery.—The Rockett Gin Co., Limited, has been chartered, as lately reported, for the establishment of a cottonseed-oil mill and ginnery.*

Rosebud—Cotton-oil Mill.—J. J. Culbertson of Paris, W. G. Nunn and George Roper of Ladonia, J. T. Troyman of Rosebud and others will organize a \$75,000 company for the erection of an 80-ton cottonseed-oil mill.

San Antonio—Publishing.—Chartered: The Texas Staats Zeitung Publishing Co., with capital of \$5000, by Edgar Schrum and others.

San Antonio—Packing-house.—The Alamo Dressed Beef Co., previously reported, has

awarded contract for erection of its proposed packing-house to Kroeger & Rheiner at \$17,000.

Stephenville—Cotton-oil Mill.—The Stephenville Oil Co. has been organized, with capital stock of \$50,000, by Winfield Scott of Fort Worth, N. C. Baldwin of Stephenville and C. H. Bencini of Brownwood, for the establishment of a cottonseed-oil mill.

Terrell—Sewerage System.—M. P. Kelly of Gainesville contemplates organizing a stock company for the establishment of a \$10,000 sewerage system in Terrell.

Van Alstyne—Ice Factory.—Chartered: The Van Alstyne Ice Factory, with capital stock of \$10,000, by Louis Garner, J. B. Moore, S. G. Banks and others.

Van Alstyne—Hardware and Implement Company.—Chartered: The Jackson Hardware & Implement Co., with capital stock of \$12,000, by Edward Jackson, J. D. Harrell and T. M. West.

VIRGINIA.

Basic City—Woolen Mill.—It is rumored that the Shenandoah Woolen Co. will be organized, with capital stock of \$25,000, by the same parties who lately organized the Massanuttan Knitting Co. at Staunton, Va. Latteer company can be addressed.

Berkley—Glass Factory.—Thomas Everett of Wellsburg, W. Va., will establish a glass factory at Berkley.

Berkley—Winery.—Garrett & Co. of Weddon, N. C., lately reported to establish a plant for the manufacture of wine, etc., at Berkley, state that they will remove their entire plant to Berkley and greatly enlarge same.

Bristol—Tobacco Factory.—The Reynolds Tobacco Co. has increased its capital stock from \$150,000 to \$300,000, and will enlarge its plant by the installation of additional machinery.

Fredericksburg—Ice Plant.—The Cool Spring Ice Co., composed of J. B. Colbert and R. W. Favill, has, it is said, awarded contract for a 15-ton ice plant.

Luray—Furniture Factory.—T. E. Schwarz, J. A. Roller, D. G. Strickler and others are endeavoring to organize a \$10,000 company for the erection of a furniture factory.

Luray—Ice Plant.—C. C. Voight of Toms Brook, Va., contemplates establishing an ice factory and creamery at Luray.

Newport News—Shirt Factory.—The Newport News Shirt Manufacturing Co. has been organized by S. C. McGrath, president; A. L. Powell, J. E. B. Stuart, W. B. Vest and others for erection of the shirt factory previously reported to be established by S. C. McGrath of Onancock.

Newport News—Foundry.—The Newport News Shipbuilding & Dry-Dock Co. is contemplating the erection of a foundry at its works with a view to the further perfection of its plant; W. A. Post, general superintendent.

Norfolk—Tinplate Mill.—Parties interested in the establishment of a tinplate mill are making inquiries on that line in Norfolk. E. E. Dawes, secretary Board of Trade, can probably give particulars.

Norfolk—Grocers' Supplies, etc.—L. W. Green of Green & Co., conducting a wholesale drug and manufacturing business, has purchased the interest of J. J. Wilson in the company and will discontinue the sale of drugs and install machinery for the manufacture of grocers' specialties, operating as the Green Manufacturing Co.

Petersburg—Furniture Factory.—B. D. Booth and W. W. Robinson are making arrangements for the erection of a furniture factory.

Petersburg—Tannery.—The United States Leather Co. has purchased the Brighton tannery at Petersburg.

Petersburg—Machine.—C. W. Priddy of Norfolk has invented a machine for welding of cotton ties, and is making arrangements to place it on the market. Associated with Mr. Priddy is J. W. Connell and Capt. T. W. Whisonant of Portsmouth.

Richmond—Foundry.—The Richmond Locomotive Works will, it is said, make extensive additions to its foundry department.

Richmond—Cigar Factory.—The American Cigar Co., lately reported to erect a large cigar factory in Richmond, has purchased the cheroot factory of P. Whitlock and will operate same; capacity of the plant will be greatly enlarged and new buildings erected.

Smithfield—Ice Plant.—B. P. Gay and A. R. Chalmers have contracted for a six-ton ice plant, and will operate as the Smithfield Ice Co.

Smithfield—Sewerage.—The construction of a sewerage system is contemplated. Address A. R. Chalmers.*

Staunton—Creamery.—C. G. Vogt contem-

plates the establishment of a cheese factory and creamery in Staunton.

WEST VIRGINIA.

Central City—Keg and Box Factory.—Eastern parties have purchased the planing mill of R. Shore in Central City, which has been idle for some time, and will start the manufacture of nail kegs and boxes, with capacity of 2000 each daily.

Charleston—Mill Supplies.—The Capital City Supply Co. has been incorporated, with authorized capital of \$100,000, to continue the business formerly operated by Howell & Shanklin.

Charleston—Woodworking Factory.—F. W. Abney, E. A. Barnes, W. E. Mohler, J. T. Waters, Charles Mohler and others have incorporated the National Veneer Co., with capital stock of \$50,000, for the manufacture of veneers, drawer bottoms, glass backs, moldings, etc.; three-story brick building, 150x60 feet, will be erected.

Charleston—Cattle Company.—The Clover Creek Cattle Co. has been incorporated, with capital stock of \$24,000, by C. B. Couch and others.

Charlestown—Mineral-land Development.—J. S. Smith is developing mineral lands in the Blue Ridge mountains, ten miles east of Charlestown, and has found zinc ore, silver, manganese and barytes. Address for particulars Conrad R. Smith, Box 263.

Coaldale—Fan Plant.—The Norfolk & Western Railroad Co. (principal office, Roanoke, Va.) has completed its fan plant for furnishing pure air at the East End tunnel at Coaldale; plant consists of three large fans, with two 200-horse-power engines to operate them, and cost \$60,000.

Fairmont—Building-supply Company.—Chartered: The Dickerson Building Supply Co., with capital stock of \$20,000, by N. C. Dickerson, F. B. Dickerson, M. A. Jolliff and Robert Talbot.

Montgomery—The Montgomery Light, Water & Improvement Co.—has been incorporated, with authorized capital of \$50,000, by B. H. Earley of Dego, J. C. Montgomery, L. C. Montgomery and J. W. Montgomery.

Sistersville—Real Estate.—J. H. McCoy, P. A. Shanor, C. R. Kerr and others have incorporated the Sistersville Board of Trade, with capital stock of \$1500, for the purpose of dealing in real estate.

Wheeling—Mercantile.—Chartered: The Home Outfitting Co., with capital stock of \$100,000, by F. H. Lange and others.

BURNED.

Fort Worth, Texas—Fort Worth Packing & Provision Co.—fertilizer plant; loss \$7000.

Hagerstown, Md.—Martin L. Malin & Sons' furniture factory.—estimated loss \$18,000.

Hartsville, Tenn.—W. W. Jenkins' flour mill, near Hartsville; estimated loss \$12,500.

Henshaw, Ky.—I. V. Runyan & Co.'s grain elevator.—estimated loss \$25,000.

Huntington, W. Va.—The bark mills of the Raleigh Lumber Co.—estimated loss \$50,000.

Kansas City, Mo.—The Jacob Doid Packing Co.'s plant.—damaged \$200,000.

Long Creek, N. C.—W. W. Larkin's gin and grist mill.—loss \$1500.

Meridian, Miss.—The Meridian Trunk Factory.—loss \$2500.

Richmond, Va.—Hotel Jefferson.—estimated loss \$1,250,000.

Terrell, Texas—The Terrell Steam Laundry.—estimated loss \$2000.

BUILDING NOTES.

Alexandria, La.—Bank Building.—C. J. Brinell of Springfield, Mo., has received contract for erection of the bank building at Alexandria of the First National Bank, previously mentioned. Building will cost \$12,000 without fixtures.

Baltimore, Md.—Hospital.—The Maryland Medical College has purchased buildings at Calhoun and Fayette streets, and will convert same into a hospital, expending about \$5000.

Beaufort, N. C.—Laboratory.—The United States Fish Commission has secured the Rivers Island property in Beaufort harbor and will erect two-story frame marine biological laboratory at a cost of \$25,000.

Beaumont, Texas—Opera-house.—Plans have been drawn and contracts made for erection of a four-story opera-house. Names of interested parties will be announced later.

Beaumont, Texas—Opera-house.—W. W. Kyle, Room 8, Kyle Building, will erect a \$45,000 opera-house, to be equipped with elevator and steam heat.*

Charleston, W. Va.—Courthouse.—The Moore & Handley Hardware Co. will erect a four-story fireproof structure to cost \$50,000.

Bluefield, W. Va.—Building.—The Miller Supply Co. will erect a business building.

Calera, Ala.—Courthouse and Jail.—The authorities of Shelby county have authorized the sale of \$30,000 of bonds for building a courthouse and jail at Calera. Address "County Clerk."

Catonsville, Md.—Building.—The board of managers of the Hollywood Children's Home has had plans prepared by F. B. Pyle of Washington, D. C., for erection of L-shaped frame building 40x70 feet.

Charleston, S. C.—Buildings.—The Sullivan's Island property recently purchased by the government will be improved by the erection of buildings, etc., at a cost of \$500,000.

Charleston, S. C.—Building.—Contract for erection of the cotton palace at the exposition grounds has been awarded to J. T. Snellson for \$22,000.

Charleston, S. C.—Depot.—The Atlantic Coast Line, Plant System and Southern Railway are reported to erect a \$200,000 union passenger station at Charleston. Address Frank S. Gannon, general manager Southern Railway, Washington, D. C.

Charleston, S. C.—Building.—August Kohn, secretary South Carolina Exposition Commission, will receive proposals until April 16 for the erection of the Agricultural Palace for the South Carolina, Interstate and West Indian Exposition Co., to be used as State building. Copies of plans and specifications may be seen at office of Bradford L. Gilbert, architect-in-chief, at the Administration Building, Charleston, S. C.; at office of the secretary of the commission at Columbia, S. C., and at the office of the architect, 50 Broadway, New York. Bids are requested for the entire work and for the staff work, carpenter work and material separately. Usual rights reserved.

Chattanooga, Tenn.—Tenements.—The Carrin Furniture & Manufacturing Co. will erect fifteen tenement-houses.

Crowley, La.—School Building.—The Public High School committee will receive sealed proposals until April 15 for erection of a two-story brick high-school building. Each bid must be accompanied by certified check for \$500. Plans and specifications may be seen at office of Story & Pugh or by applying to W. L. Stevens, architect, Baton Rouge, La. Usual rights reserved.

Dallas, Texas—Building.—J. I. Case Plow Works of Racine, Wis., has purchased site at \$20,000 and will, it is said, erect six or seven-story building at Dallas.

Deaton, Texas—College.—A company will be organized, with capital stock of \$20,000, for erecting and equipping a college to be known as the John B. Denton College.

Elkins, W. Va.—Courthouse.—The Randolph County Court has decided to erect a \$75,000 courthouse. Address "County Clerk."

Ensley, Ala.—City Hall.—The city will erect at once a \$10,000 city hall. Address "The Mayor."

Eutaw, Ala.—Warehouse.—The Planters' Warehouse & Commission Co. will rebuild its warehouse, recently reported burned; a standard house of two compartments to hold 1000 B. C. each will be built; B. B. Barnes, president.*

Fayetteville, N. C.—Warehouse.—The Fayetteville Ice Co. will establish cold-storage warehouse.

Fayetteville, N. C.—Depot.—The Atlantic Coast Line will build new freight depot at Fayetteville; W. G. Elliott, president, Wilmington, N. C.

Galveston, Texas—Building.—Sealed bids will be received until April 22 by George B. Stowe, architect, Galveston, for erection of Galveston Orphans' Home building; certified check for \$2000 must accompany each general bid; bond required. Separate bids will be received on following work, which is not to be included in general bid: Heating, plumbing, plastering, painting, roofing and galvanized-iron work, electric wiring; usual rights reserved.

Greenville, Ala.—Store Building.—J. F. Johnson will erect a brick store building 50x100 feet.

Huntsville, Ala.—Knitting-mill Building.—The Rowe Knitting Co. has awarded contract to George B. Hinman of Atlanta, Ga., at \$35,000 for erection of the building for its proposed knitting mill; building will be two stories, 80x250 feet.

Jacksonville, Fla.—Business Houses, etc.—

Benjamin Douglass and Robert D. Douglass, both of New York, have purchased property in Jacksonville, and will each erect a block of business houses and a residence.

Junior, W. Va.—Dwellings.—The Junior Coal & Coke Co. will erect thirty dwelling-houses.

Knoxville, Tenn.—Office Building.—Samuel H. McNutt has had plans made and will soon award contract for erection of an office building.

Lafayette, La.—Dormitory.—E. L. Stephens, president, will receive sealed proposals until April 20 for erection of a two-story brick dormitory for the Southwestern Louisiana Industrial Institute. Each must be accompanied by certified check for \$150. Bond required and usual rights reserved. Plans and specifications can be had from Favrot & Livaudais, New Orleans, La., or from the president.

Lancaster, Ky.—Church.—The Christian Church will build new edifice to cost \$20,000. Address "The Pastor."

Memphis, Tenn.—Convention Hall.—F. B. Young has received contract for erection of the proposed \$17,000 convention hall after revised plans of L. M. Weathers.

Memphis, Tenn.—Office Building.—Avery & Sons contemplate erecting four-story building for salesroom, office and wareroom purposes, to cost about \$30,000.

Milledgeville, Ga.—Buildings.—Plans of J. W. Golucke & Co. of Atlanta, Ga., have been adopted for the new buildings for the Georgia State Sanitarium; cost \$136,000. Contract will be awarded April 24.

New Albany, Miss.—School.—W. S. Parker, clerk, will receive sealed bids until April 15 for erection of a modern brick school building. Plans and specifications on file.

New Orleans, La.—Store Building.—B. Fellman will erect five-story fireproof building for a department store.

Norfolk, Va.—School.—John Keevan Peebles, architect, 601 Columbia Building, will receive bids until April 15 for Atlantic City Ward Public School No. 2. Bids to be accompanied by certified check for \$100. Plans and specifications can be obtained from the architect.

Parkersburg, W. Va.—Hotel.—The Monroe Hotel will be greatly enlarged.

Raleigh, N. C.—Building.—The Carolina Trust Co. has, it is said, purchased site at \$16,500 and will erect a large office building.

Richmond, Va.—Apartment-house.—The William B. Fizzini Company has secured option at \$18,000 on property in Richmond for New York parties, who are reported to erect a large apartment-house.

Richmond, Va.—Hotel.—The Jefferson Hotel, recently burned, will, it is said, be rebuilt. John P. Branch, president Merchants' National Bank, can probably give information.

Richmond, Va.—Jail.—Contract for erecting the new city jail has been awarded to the Stewart Iron Works Co. of Cincinnati, Ohio, at \$58,990.

Rock Hill, S. C.—Dormitory.—Bids are wanted until April 16 for completion of work on new dormitory at Winthrop College, embracing plastering, plumbing, painting, steam heating, fire protection pipe, tinwork, galvanized cornice and finish of carpenter work. Bids will be received on the whole or separate parts of the work. Plans and specifications may be seen and information obtained from President Johnson or at the office of John Millady, superintendent of construction, Columbia, S. C. Bond required and usual rights reserved.

Scottsboro, Ala.—Bank Building.—The Bank of Scottsboro will erect a brick bank building.

St. Louis, Mo.—Hotel.—The establishment of an \$800,000 hotel is talked of. Thomas Hayden of the Hayden Slate Roofing Co. can probably give information.

Washington, D. C.—School Building.—Henry B. F. Macfarland, Lansing H. Beach and John W. Ross, commissioners, Washington, D. C., will receive sealed proposals until April 27 for constructing a 12-room school building. Blank forms of proposals and specifications, together with all necessary information, can be obtained upon application at office of Inspector of Buildings, and bids upon these forms only will be considered. Usual rights reserved.

Washington, D. C.—Buildings.—The Pacific Office Building Co. has been incorporated, with capital stock of \$25,000, by Francis F. Hood, president, for the erection of buildings, etc.

Washington, D. C.—Hotel.—It is reported that plans have been made for a large steel and stone hotel building to be erected on the site of the present Richmond Hotel, and

that E. I. Rosenfeldt, proprietor of the Richmond Hotel, is interested.

Washington, D. C.—Dwellings.—George Truesdell will erect five two-story brick flats to cost \$16,000. R. W. & W. H. Walker will erect nine two-story brick buildings to cost \$30,000. Ernest Kubel will erect two-story brick dwelling to cost \$400.

Washington, D. C.—School Building.—Henry B. F. Macfarland, Lansing H. Beach and John W. Ross, commissioners, Washington, D. C., will receive sealed proposals until April 20 for constructing a four-room school building on grounds of the Industrial Home School. Blank forms of proposals and specifications, together with all necessary information, may be obtained upon application at office of Inspector of Buildings, and bids upon these forms only will be considered. Usual rights reserved.

Wheeling, W. Va.—Hotel Improvements.—E. B. Carney has purchased the Windsor Hotel, and will expend about \$12,000 in improving same.

Woodsboro, Md.—Bank Building.—William H. Cromwell has received contract for erection of the new building of the Woodsboro Savings Bank, previously reported.

RAILROAD CONSTRUCTION.

Railways.

Abbeville, La.—The Southern Pacific Railroad Co. is reported as having obtained most of the right of way for its proposed extension between Abbeville and Gueydan. J. T. Mahl is president of the company.

Abbeville, La.—A correspondent of the Manufacturers' Record writes that the Western parties interested in the proposed railroad between Abbeville and Nacogdoches, Texas, have gone over the route and are now considering the project of building it. The parties include J. W. Orr, president of the Citizens' Banking Co. of Champaign, Ill., and Joseph Braden, one of the directors of the Chicago Drainage Canal Co.

Anderson, Texas.—Hon. J. G. McDonald of Anderson, who is interested in the railroad between Anderson and Stoneham, writes the Manufacturers' Record that it will be about twelve miles in length, and that surveys have been completed. The company will soon be ready to make contracts for construction.

Ansley, Miss.—The Mississippi Sound & Northern Railroad Co. has been organized to build from Ansley to Pearlington, an estimated distance of ten miles. M. E. Ansley is president of the company; H. Dudley Coleman, vice-president, and C. D. Stuart, secretary.

Baltimore, Md.—The Maryland & Pennsylvania Railroad Co. is reported as having decided to replace a number of wooden bridges on its line with steel structures.

Covington, Ky.—It is announced that the Louisville & Nashville Railroad Co. has purchased about forty acres of land at Covington and Millville for the purpose of constructing additional freight-yards. R. Montfort at Louisville is chief engineer of the company.

Cuero, Texas.—It is reported that the Gulf, Western Texas & Pacific road may be extended from Cuero to Stockdale, where it will connect with the San Antonio & Gulf Shore Railroad. The Gulf, Western Texas & Pacific is a branch of the Southern Pacific. J. T. Mahl at Houston is engineer.

Dalton, Ga.—It is stated that the Crandall Toy Co. is interested in the Dalton & Alcalusa Railroad Co., recently incorporated.

Dalton, Ga.—C. A. Wilkinson, secretary of the Alaculsa Railway Co., writes the Manufacturers' Record that the road will extend through a portion of Fannin, Gilmer and Murray counties in Georgia, reaching timber lands which the company has purchased.

Denton, Texas.—It is reported that the Missouri, Kansas & Texas Railway Co. has determined to construct an extension from Denton to San Angelo, a distance of 225 miles. S. B. Fisher at St. Louis is chief engineer of the company.

Elkin, N. C.—A plan is being agitated to build an electric railroad between Elkin and Sparta, a distance of twenty-five miles, by Hugh Chatham, W. C. Fields and others.

Harriman, Tenn.—President Jere Baxter of the Tennessee Central Railroad is authority for the statement that about ten miles of branches will be built to reach coal mines in the vicinity of Harriman and Rockwood. Mr.

Baxter may be addressed at Nashville, Tenn.

Jackson, Miss.—In a letter to the Manufacturers' Record Mr. J. J. Baxter of Jackson writes that he is negotiating with the Illinois Central Railroad Co. to secure an extensive grading contract between Jackson and New Orleans. It will be for sidings which will be constructed in the near future.

Keyser, W. Va.—A correspondent of the Manufacturers' Record writes that the Potomac & Pocahontas Railroad, recently referred to, will extend from Keyser to Franklin, W. Va., an estimated distance of eighty miles, through portions of Mineral and Pendleton counties. Surveys have been made of the route. Among those interested is T. G. Pownall of Cumberland, Md., who is interested in several tanning companies in Western Maryland and West Virginia.

Lake Providence, La.—Final surveys are being completed for the New Orleans, Natchez & Arkansas Railroad between Vidalia and Lake Providence. A. P. Averill of Cedar Rapids, Iowa, is president of the company.

Little Rock, Ark.—It is stated that the St. Louis, Iron Mountain & Southern Railway Co. has determined to lay about ten miles of additional track on the section between Memphis and Little Rock, also to reduce the grade at several points. W. J. Way, chief engineer of the Missouri Pacific system, may be addressed at St. Louis.

Mineral Wells, Texas.—Surveys have been completed for the route of the Weatherford, Mineral Wells & Northwestern Railroad to Jacksboro, Texas. L. M. Fouts at Mineral Wells is president of the company.

Mountain City, Tenn.—Cornelius Shields, general manager of the Virginia & Southwestern Railway Co., writes the Manufacturers' Record that the extension to Mountain City is now under consideration. The estimated distance is five miles.

Norfolk, Va.—The Princess Anne, Cape Henry & Lynnhaven Railway Co., it is reported, has secured the necessary right of way to begin constructing its electric road between Cape Henry and Virginia Beach. Norfolk parties are interested in the company.

Oakland, Md.—W. A. Dodge of Buffalo, N. Y., has secured a contract for the construction of a branch of the Baltimore & Ohio Railroad between a point in Garrett county and Unamis, Md. It will reach several timber properties in Western Maryland.

Ocilla, Ga.—The railroad being constructed by the Ensign-Oskapee Lumber Co. is nearly completed to Irwinville, a distance of nine miles.

Orange, Texas.—An officer of the Orange & Northwestern Railroad Co. writes the Manufacturers' Record that contracts for constructing the line are ready to be let, the necessary material to be furnished by the company. The road will be thirty miles long, extending from Orange to a connection with the Gulf, Beaumont & Kansas City road. J. W. Maxey at Orange, chief engineer, will be pleased to correspond with contractors for bridge material, etc.

Raleigh, N. C.—The business men of Lillington, N. C., are endeavoring to secure the extension of the Raleigh & Cape Fear Railroad from its present terminus, Scippeha, to Lillington. J. A. Mills at Raleigh is general manager of the company. The road has been completed a distance of twenty-one miles.

Round Pond, Ark.—The Gifford-Frisby Lumber Co. of Jamestown, N. Y., is interested in a railroad about seven miles long which will connect with the Choctaw, Oklahoma & Gulf system.

Ruston, La.—About twelve miles of the Natchez, Ursula & Ruston Railroad are completed and work is in progress upon an extension. This road is proposed to be built between Natchez and Ruston, a distance of about 130 miles. H. E. Hardner at Ursula, La., is president of the company.

Sedgwick, Ark.—The Kansas City & Southern Lumber Co. is interested in a proposed railroad between Sedgwick and Paragould, a distance of twenty-five miles. H. A. Culver at Sedgwick is general manager.

Seguin, Texas.—The business men of Seguin are interested in proposed electric line between this town and New Braunfels.

Sweetwater, Texas.—The charter of the Panhandle & Gulf Railway Co. has been amended, allowing it to build extensions in Texas which will aggregate about 500 miles. This line is to be a portion of the Kansas City, Mexico & Orient system, of which Mr. A. E. Stillwell of Kansas City is president.

Timpson, Texas.—W. G. Ragley, president of the Timpson Northwestern Railway Co., writes the Manufacturers' Record that surveys have been completed and grading work commenced. The first section to be built will be ten miles in length, terminating at

Ragley, in Panola county. The road may eventually be extended to Henderson, a distance of thirty-two miles from Timpson. A. H. Schluter is vice-president of the company, and M. J. Ragley, secretary and treasurer.

Tiptonville, Tenn.—The latest report concerning the electric railroad proposed between Tiptonville and Obion is to the effect that construction work is to begin immediately. J. C. Harris of Tiptonville is one of the promoters of the project.

Washington, D. C.—A report is current that the Philadelphia & Reading Railroad Co. may secure the right of way graded between Ellicott City and the suburbs of Washington for the Columbia & Maryland Electric Railroad, and may complete it to Washington. The construction work will involve about twenty miles of tracklaying.

Washington, D. C.—It is reported that the Philadelphia & Reading Railroad Co. is interested in the plan to build another railroad line from Washington to a point on Chesapeake bay near Annapolis, to be utilized as a portion of a new route between Washington and New York. William Hunter of Philadelphia is chief engineer of the Reading system.

Watauga, N. C.—It is reported that the Trans-Appalachian Railway Co. has begun the grading of its proposed line between Watauga and Butler, Tenn., where it will connect with the Virginia & Southwestern Railway.

Whitsett, W. Va.—Surveys are being made for an extension of the Cheat River Valley Railroad, which will be about fifteen miles in length. J. J. Stoer, Girard Building, Philadelphia, is president of the company.

Williamstown, W. Va.—The promoters of the electric railroad between Parkersburg, Williamstown and Marietta, Ohio, have chartered the Williamstown & Marietta Bridge & Extension Co., with \$500,000 capital stock. Among those interested is Thomas F. Barrett of Parkersburg.

Yazoo City, Miss.—An official of the Illinois Central Railway Co. is authority for the statement that work is to begin in the near future upon the extension from Belzoni to Yazoo City. David Sloan at Chicago is chief engineer.

Street Railways.

Berkley, Va.—David E. Evans of Baltimore, who is interested in the Berkley Street Railroad, announces that arrangements are being made to extend it to Norfolk and possibly several other points.

Charleston, S. C.—The Exposition Traction Co. has been commissioned to build the extension of the Charleston Electric Railway to the exposition grounds. P. H. Gadsden is one of the directors.

Charleston, S. C.—The city council has granted a franchise to the Charleston Consolidated Railway Co. to build its proposed line to the exposition grounds. P. H. Gadsden may be addressed.

Fayetteville, N. C.—A correspondent of the Manufacturers' Record writes that it is expected to build the street-railway line recently referred to between Fayetteville and the Cape Fear river during the present year. W. L. Holt is president of the company, which is capitalized at \$125,000. W. M. Morgan at Fayetteville is also interested.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. THE MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Belting.—See "Oil Mill."

Belting.—See "Shafting and Pulleys."

Boiler.—C. D. Turner, Hillsboro, N. C., wants to buy second-hand boiler of not less than sixty-five horse-power nor more than 100 horse-power.

Boiler.—Standard Hoop Co., Fayetteville, Tenn., is in the market for a 25-horse-power boiler, low pressure, for steaming product will operate by water-power.

Boiler.—H. H. Thompson, Hillsboro, N. C., wants to buy a 20-horse-power boiler.

Boiler and Engine.—See "Woodworking Machinery."

Boiler and Engine.—R. J. Peel, Midville, Ga., wants prices on 50-horse-power engine and 50-horse-power boiler f. o. b. Midville.

Boiler and Engine.—Thomas F. Lilly, 80 Linden street, Memphis, Tenn., wants second-hand Corliss engine 35 to 75 horse-power, and 50 to 100-horse-power boiler.

Boilers and Engines.—The Austin-Bryan Manufacturing Co., Birmingham, Ala., is in the market for one engine, 30x36; one engine, 16x20, and four boilers, 250 horse-power each.

Boilers, Engines and Steel Chimney.—The Royal Bag & Yarn Manufacturing Co., Charleston, S. C., is sending out specifications inviting bids for boilers, engines and a 650-horse-power steel-plate chimney.

Brick and Tile Machinery.—C. B. McKenney, Charlottesville, Va., wants complete plant for making white brick (pressed) and fire-brick; also tile-making machine.

Brick Machinery.—Chas. Close, Newnan, Ga., wants information relative to brick-making machinery.

Broom Machinery.—J. T. Gilbert, Eufaula, Ala., wants the addresses of manufacturers of broom machinery.

Broom Machinery.—W. W. Horne, Fayetteville, N. C., wants addresses of manufacturers of machinery for making brooms and whisk brooms; also wants names of parties dealing in the materials for the manufacture of said articles.

Broom Materials.—See "Broom Machinery."

Building Material.—See "Steel."

Building Material.—R. J. Peel, Midville, Ga., wants prices f. o. b. Midville on corrugated iron for building purposes.

Building Material.—Planters' Warehouse & Commission Co., Eutaw, Ala., B. B. Barnes, president, will need brick, lumber, lime, roofing, etc.

Canning Machinery.—L. E. Mangus, Burghs Mill, Va., wants to buy canning outfit.

Canning Machinery.—D. B. High, Tampa, Fla., desires correspondence relative to the canning of sardines.

Caulking Machine.—J. C. Michie, superintendent Durham Water Co., Durham, N. C., wants to rent a second-hand caulking machine.

Chair Manufacturers.—W. W. Kyle, Room 8, Kyle Building, Beaumont, Texas, wants to correspond with manufacturers of opera-house chairs.

Corn Mill.—See "Flour-mill Machinery."

Cotton Compress.—H. H. Thompson, Hillsboro, N. C., wants a down packing cotton press.

Cotton Gin.—H. H. Thompson, Hillsboro, N. C., wants to buy a 60-saw cotton gin.

Cottonseed-oil Machinery.—S. P. Roof, Lexington, S. C., is in the market for small outfit for cottonseed-oil mill.

Curtain Manufacturers.—W. W. Kyle, Room 8, Kyle Building, Beaumont, Texas, wants to correspond with manufacturers of opera-house curtains and curtain equipment.

Dry-kiln.—See "Woodworking Machinery."

Dust Collector.—Sanford Furniture Manufacturing Co., Sanford, N. C., wants to buy a second-hand dust collector (Allington & Curtis) to take care of a 45-inch exhaust fan.

Electrical Machinery.—See "Iron-works Equipment."

Electric-light Plant.—Bids will be received until April 8 for erecting an addition to the building at the water-works pumping station, together with necessary boiler, engine, dynamo, pole construction, lamps, etc., for completion of a street-lighting system. Plans can be seen at office of City Engineer S. C. Lancaster, or had on application to E. P. Roberts & Co., Electrical Building, Cleveland, Ohio.

Elevator.—Wanted—to buy a second-hand freight elevator, size about 7x10. Address Box 322, P. O. Norfolk, Va.

Engine.—See "Ginney."

Engine.—See "Saw-mill Machinery."

Engine.—See "Iron-works Equipment."

Engine.—See "Woodworking Machinery."

Engine.—Eutaw Water-Works, Electric & Power Co., B. B. Barnes, president, Eutaw, Ala., will soon be in the market for an 80 to 90-horse-power Corliss or automatic engine; new or second-hand.

Engines.—See "Saw-mill."

Flour-mill Machinery.—Paragould Roller Mills, Paragould, Ark., is in the market for machinery for a 125-barrel mill.

Flour-mill Machinery.—Seth S. Barnes, New Madrid, Mo., wants to place order for 50 to 75-barrel flour mill complete; also for corn mill of 200 barrels capacity.

Fruit-package Machinery.—See "Woodworking Machinery."

Ginnery.—Rockett (Texas) Gin Co., Limited, is in need of a four 70-saw gin outfit complete.

Ginnery.—J. T. West, Sewanee, Tenn., will be in the market for a six-gin outfit and a 50-horse-power engine.

Grinding and Drying Apparatus.—See "Mining Equipment."

Heating Apparatus.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will receive sealed proposals until April 20 for furnishing heating apparatus complete in place for the northwest extension Bureau of Engraving and Printing building, in accordance with drawings and specifications, copies of which may be had at discretion of supervising architect.

Piping.—A. R. Chatmers, Smithfield, Va., wants bids on 10-inch and six-inch terra-cotta pipe.

Brick Machinery.—Chas. Close, Newnan, Ga., wants information relative to brick-making machinery.

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Engine.—See "Ginney."

Engine.—See "Saw-mill Machinery."

Engine.—See "Iron-works Equipment."

Engine.—See "Woodworking Machinery."

Saw-mills.—H. H. Thompson and J. P. Tur, Hillsboro, N. C., will each buy saw-mill.

Shafting and Pulleys.—R. J. Peel, Midville, Ga., wants prices on pulleys, belting and shafting f. o. b. Midville.

Shutter Manufacturers.—Sprout, Waldron & Co., Muncy, Pa., want to correspond with parties manufacturing iron shutters suitable for factory building.

Steel.—Austin-Bryan Manufacturing Co., Birmingham, Ala., is in the market for structural steel to erect a steel-truss building 50x100 feet.

Supplies.—Sealed proposals will be received at the Postoffice Department, Washington, D. C., until May 2 by the second assistant postmaster-general for furnishing supplies for the mail equipment shop, consisting of wire, rivets, burrs, emery, steel, oil, leather, thread, etc. Complete list of articles desired and form of proposal will be furnished upon application.

Telephone Equipment.—Florida Telegraph and Telephone Association, W. K. Jackson, president, Inverness, Fla., will be in the market for 300 miles of copper wire and 1000 miles of steel wire, together with brackets, pins, insulators, cross-arms, poles, etc.

Towel and Handkerchief Manufacturers.—Emile Reck, Claude, Texas, wants to correspond with manufacturers of towels and handkerchiefs.

Water-works.—George E. Sylvester, engineer, Rockwood, Tenn., will receive bids until April 10 for constructing system of water-works, including furnishing and laying six and one-half miles pipe six inches and under in size.

Water-works.—P. Sellers, Sellersburg, Ind., desires correspondence relative to the construction of a system of water-works.

Water-works Equipment.—J. C. Michie, superintendent Durham Water Co., Durham, N. C., wants bids on about four miles of 18 or 20-inch standard cast-iron water pipe, thirty-six tons of pig lead, lead furnace, about 2000 pounds boiled oakum, some special castings and hydrants; all bids for material must be f. o. b. Durham.

Well-drilling.—Chicago-Orange Oil Co., Chas. M. Rein, secretary, is open for propositions from well-borers.

Wooden-pipe Manufacturers.—Frank J. Sager, cashier Exchange Bank, White Oaks, N. M., wants to correspond with manufacturers of wooden pipe.

Woodworking Machinery.—E. L. Tabb, Inwood, W. Va., wants barrel-head machinery and a cylinder stave saw and jointer.

Woodworking Machinery.—I. Littman, Salisbury, N. C., is in the market for woodworking machinery for turned and grill work.

Woodworking Machinery.—George A. Smith, Boykins, Va., is in the market for woodworking and fruit-package machinery.

Woodworking Machinery.—D. D. Childs, Kyle, Va., wants prices on stave machinery; wants machine for cutting lime-barrel staves.

Woodworking Machinery.—A. F. Mears, Mearns, Va., wants two cylinder stave saws and a stave trimmer (Trevor preferred); second-hand.

Woodworking Machinery.—Virginia Stave & Heading Co., Burkeville, Va., is in the market for machinery for cutting slack barrel sawed staves of pine; also wants a dry-kiln outfit.

Woodworking Machinery.—Cypress Creek Manufacturing Co., Florence, Ala., is in the market for a 35 or 40-horse-power engine, saw-mill, hoop machines, heading machines and fellow machines, and possibly machinery for the manufacture of hubs.

Woodworking Machinery.—Carlin Furniture & Manufacturing Co., 1356 Market street, Chattanooga, Tenn., is in the market for new or second-hand universal woodworker, band saw, chair-bending machinery, sanders, gauge lathe, rod and dowel machine, machine for making pocket for bed locks and boring for pins at same time.

Woodworking Machinery.—Valden Lumber & Furniture Manufacturing Co., J. G. Bennett, secretary and treasurer, Valden, Miss., is in need of machinery and supplies for the manufacture of furniture, including saw-mill, etc.

Woodworking Machinery.—The Victor Chair Co., High Point, N. C., is in the market for 50-horse-power engine, 60-horse-power boiler, short-log saw-mill, two rip saws with tables, one band saw, planer, rod machine, lathe, mortising machine, etc., new or second-hand.

Woodworking Machinery.—The Victor Chair Co., High Point, N. C., is in the market for 50-horse-power engine, 60-horse-power boiler, short-log saw-mill, two rip saws with tables, one band saw, planer, rod machine, lathe, mortising machine, etc., new or second-hand.

Woodworking Machinery.—The Victor Chair Co., High Point, N. C., is in the market for 50-horse-power engine, 60-horse-power

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

An Indispensable Work.

Really indispensable are the issues of the American Bank Reporter, which are published every quarter. The publishers have realized that accuracy and completeness are essential features in any work of this kind, and each successive volume is an indication of these facts. The system employed is such that a record is kept of the banking institutions, both State and national, in every State of the Union, with its capital, those giving up business being carefully eliminated each quarter. The lists are tabulated in alphabetical form, so that it is but the work of a few seconds for the business man to ascertain the location of a bank, its capital stock, names and addresses of its officers and its New York or other correspondent.

Another feature of the American Bank Reporter is the series of excellent maps which it contains. They are printed in such a contrast of coloring that the principal towns, railroads, etc., can be discerned without loss of time—a decided advantage to the busy man. A number of other features might be cited, such as extracts from banking laws of various States, the days of grace allowed, addresses of national bank examiners, value of bank stocks and a large amount of other information very desirable to business men in general. The American Bank Reporter is published by Messrs. Stumpf & Steurer, 29 Murray street, New York.

New Corporations.

Mr. John H. P. Jones has opened a private banking house at Matador, Texas.

L. M. Oppenheimer of Austin, Texas, is interested in a bank being organized at Orange, Texas.

The Bank of Collins, Miss., has been formed, with \$50,000 capital stock, by W. R. Holloway and others.

W. H. S. Burgwyn has been elected president of the First National Bank, recently organized at Weldon, N. C.

L. P. Smith of Quincy, Ill., is interested in the organization of a bank at Llano, Texas, to be capitalized at \$50,000

been organized at Little Rock, Ark., with L. W. Cherry, president; D. E. Bradshaw, vice-president, and J. H. Allen, general manager.

The Frank R. Malone Finance Co. has been organized at Dallas, Texas, with \$10,000 capital stock, to do a general banking business. Frank R. Malone is one of the directors.

M. W. Camper has been elected president, and J. F. Robinson, secretary and treasurer, of the Home Savings Association, organized at Florence, Ala., with \$50,000 capital stock.

The application of Joseph T. Laughlin and others to organize the Citizens' National Bank at Westernport, Md., has been approved by the government. The bank will be capitalized at \$40,000.

The bank recently organized at Hondo, Texas, is called the First National Bank, and capitalized at \$25,000. George W. Jones has been elected president; E. D. Montel, vice-president, and Isaac Wilson, cashier.

Henry A. Munson has been elected president; P. H. Dansereaux, vice-president, and Leo Guillot, cashier, of the Bank of Assumption, recently organized at Napoleonville, La., with \$25,000 capital stock.

The Union Trust & Savings Co. is the title of the new organization at Montgomery, Ala., which has begun business. It is capitalized at \$100,000. Michael Cody is president; Joseph Norwood, vice-president, and J. S. Wilcox, secretary.

The stockholders of the People's Bank of Baltimore have determined to change it to a national bank, and have secured the necessary authority. The capital stock may be increased to \$300,000. J. H. Judik is president, and Herman S. Platt, vice-president.

New Securities.

Duke M. Farson of Chicago has secured the issue of \$10,000 in 5 per cent. school bonds of New Albany, Miss.

The town of Rocky Mount, N. C., has voted in favor of the issue of \$55,000 in improvement bonds. Address the mayor.

C. F. Gattis at Winchester, Tenn., will receive proposals for an issue of \$30,000 in 5 per cent. improvement bonds to be sold by that town.

The town of Lumpkin, Ga., will vote April 3 on the question of issuing \$10,000 in 4 per cent. bonds for improvements. Address the mayor.

F. W. Miller, treasurer, may be addressed relative to the issue of \$15,000 in 5 per cent. bonds to be sold by the town of Waynesville, N. C.

The proposed bond issue to be made by the town of Dublin, Ga., amounts to \$25,000, and will bear interest at 5 per cent. The mayor may be addressed.

John D. Pinner, chairman of Finance Company of Suffolk, Va., may be addressed relative to the issue of \$15,000 in 4 per cent. bonds for improvements.

The town of Collierville, Tenn., is desirous of issuing bonds for improvements if it secures authority from the legislature. The mayor may be addressed.

T. F. Bell at Shreveport, La., can be addressed relative to the issue of \$100,000 of Caddo levee district, Louisiana. The bonds will bear interest at 5 per cent.

An election has been ordered for April 29 at Martinsburg, W. Va., to decide on the question of issuing \$33,000 in bonds for improvements. Address the mayor.

An election will be held at Sherman, Texas, on April 2 to decide upon the question of issuing \$80,000 in 4½ per cent. improvement bonds. Address the mayor.

The people of Farmington (Mo.) school district will vote on the question of issuing \$10,000 in bonds for improvements.

The issue will be in charge of the school board, which may be addressed at Farmington.

The issue of \$20,000 in 6 per cent. improvement bonds of Oxford, Miss., will probably be placed on the market in the near future. The town clerk may be addressed.

H. T. Nelson will receive bids until April 15 for the issue of \$10,000 in 5 per cent. bonds of Clifton Forge, Va., which has been decided upon by the town authorities.

Rev. C. G. Vardell of Red Springs, N. C., may be addressed relative to an issue of \$10,000 in 6 per cent. bonds of Red Springs Seminary. The issue is now on the market.

The total amount of the bond issue proposed by Christian county, Kentucky, will be \$75,000, bearing interest at 5 per cent. The fiscal court may be addressed at Hopkinsville, Ky.

Clinton county, Missouri, will probably issue \$7000 in 5 per cent. bonds for various purposes in the near future. The board of commissioners may be addressed at Plattsburgh, Mo.

The city of Baltimore, Md., will vote in May next on the question of issuing \$12,000,000 in city stock to provide for a sewer system. Hon. Thomas G. Hayes, mayor, may be addressed.

It is stated that an issue of \$5000 in 5 per cent. school bonds of Lumber City (Ga.) school district is now on the market. M. B. Smith at Lumber City may be addressed for further particulars.

The issue of \$100,000 decided upon by the city of Shreveport, La., will be devoted to improvements, and will probably be placed on the market in the near future. The mayor may be addressed.

The State legislature is considering an issue of \$30,000 in improvement bonds which the town of Lewisburg, Tenn., desires to make if given the necessary authority. The mayor may be addressed.

Arrangements are being made to hold an election at Iuka, Miss., to decide upon the question of issuing \$10,000 in 6 per cent. improvement bonds. The town clerk may be addressed for further particulars.

Proposals will be received until April 10 for the issue of \$10,000 of 5 per cent. bonds of the school district of Clarendon, Texas, by W. B. Ware, secretary of the school board. Mr. Ware may be addressed at Clarendon.

The total amount of bonds to be placed on the market for Dade county, Florida, will be \$150,000 and bear interest at 4½ per cent. Proposals will be received until April 15 by the board of county commissioners at Miami, Fla.

The issue of \$200,000 in bonds which Logan county, Kentucky, proposes to place on the market is to bear 4 per cent. interest and is to be placed for refunding purposes. The county court may be addressed at Russellville, Ky.

C. G. Sayre, general manager of the Abbeville Electric Light & Power Co. of Abbeville, S. C., states that the company will receive bids for an issue of \$10,000 in 6 per cent. bonds secured by a first mortgage on the property of the company. The bonds are to be issued for improvements.

Financial Notes.

The Courtenay Manufacturing Co., Newry, S. C., paid its usual semi-annual dividend of 3½ per cent. on capital; William A. Courtenay, president.

The Commonwealth Trust Co., recently organized at St. Louis and capitalized at \$3,000,000, has secured the property of the Bank of Commerce of that city, and will utilize it for offices.

MANUFACTURERS' RECORD.

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending April 2.

	Bid.	Asked.
Aikenville Cotton Mills (S. C.)	99	96
American Spinning Co. (S. C.)	92	102
Anderson Cotton Mills (S. C.)	127	100
Arcade Cotton Mills (S. C.)	125	100
Arkwright Mills (S. C.)	120	105
Augusta Factory (Ga.)	80	85
Avondale Mills (Ala.)	85	—
Belton Mills (S. C.)	101	104
Bennettsville Mfg. Co. (S. C.)	103	108
Cabarrus Cotton Mills (N. C.)	145	152
Cannon Mfg. Co. (N. C.)	175	196
Clifton Mfg. Co. (S. C.)	182	—
Clinton Cotton Mills (S. C.)	129	120
Courtenay Mfg. Co. (S. C.)	116	120
Dallas Mfg. Co. (Ala.)	161	101½
Darlington Mfg. Co. (S. C.)	96	100
Delgado Mills (N. C.)	97	100
Eagle & Phenix Mills (Ga.)	100	—
Enoree Mfg. Co. (S. C.)	114	118
Enterprise Mfg. Co. (Ga.)	100	103
F. W. Poole Mfg. Co. (S. C.)	116	119
Gaffney Mfg. Co. (S. C.)	114	116½
Granby Mills (S. C.)	101½	—
Granby Mills (S. C.) 1st Pfd.	101	106
Graniteville Mfg. Co. (S. C.)	163	167
Greenville Cotton Mills (S. C.)	98	100
Gredel Mills (S. C.)	100	103
Henderson Cotton Mills (N. C.)	120	125
Herrinetta Mills (N. C.)	196	210
John P. King Mfg. Co. (Ga.)	100	103
Langley Mfg. Co. (S. C.)	112	118
Laurin Cotton Mills (S. C.)	140	145
Lockhart Mills (S. C.)	104	105
Louise Mills (N. C.)	100	104
Lynchburg Cotton Mills (Va.)	125	150
Lynchburg Cotton Mills (Va.) Pfd.	145	150
Manchester Cotton Mills (S. C.)	104	—
Mayo Mills (N. C.)	120	122
McColl Mfg. Co. (S. C.)	120	122
Modena Cotton Mills (N. C.)	140	145
Newberry Cotton Mills (S. C.)	115	122
Odell Mfg. Co. (N. C.)	108	112
Orr Cotton Mills (S. C.)	100	103
Pacolet Mfg. Co. (S. C.)	205	—
Pelzer Mfg. Co. (S. C.)	180	185
Piedmont Mfg. Co. (S. C.)	179	—
Raleigh Cotton Mills (N. C.)	115	—
Richland Cotton Mills (S. C.)	104	—
Richland Cotton Mills (S. C.) Pfd.	100	105
Roanoke Mills (N. C.)	100	103
Sibley Mfg. Co. (Ga.)	82	86
Southern Cotton Mills (N. C.)	97½	104
Spartan Mills (S. C.)	130	140
Trion Mfg. Co. (Ga.)	125	135
Tucapan Mills Co. (S. C.)	130	—
Union Cotton Mills (S. C.)	135	—
Union Cotton Mills (S. C.) Pfd.	109	102
Victor Mfg. Co. (S. C.)	106	—
Warren Mfg. Co. (S. C.)	88	92
Warren Mfg. Co. (S. C.) Pfd.	105	—
Whitney Mfg. Co. (S. C.)	117	127
Wilmington Cotton Mills (N. C.) Pfd.	105	110
Wiscasset Mills (N. C.)	129	—

The Congressional Career of Nathaniel Macon. By Edwin Mood Wilson, A.B., A.M., Followed by letters of Mr. Macon and Willie P. Mangum, with notes by Kemp P. Battle, LL.D. Published by the University of North Carolina, Chapel Hill, N. C.

The Manufacturers' Record has had occasion before to commend the munificence of Mr. James Sprunt in making it possible for the University of North Carolina to publish monographs of valuable original documents and other material bearing upon the history of the State. This study of the career of Macon is the second monograph of the series. Macon, a Revolutionary soldier, was one of the leading lights in American statesmanship in the early part of the last century. He believed in the Constitution, was thoroughly honest, and was a conservative from principle. The work by Mr. Wilson, which has been done exceedingly well, was prepared as a part of his course in history at the university. The notes by Dr. Battle are very full, and explain all allusions in texts. They will greatly aid readers in becoming thoroughly familiar with North Carolina history, and will save others the trouble of searching for names.

Representatives of the State government and of the cities of Texas are prepared for the entertainment of committees of the Merchants' Association and of the Chamber of Commerce of New York city who will visit Texas during the last week of April and the first week of May. This visit is an outcome of the aid sent Galveston from New York, and it is expected to lead to large investments of capital.

A dispatch from Birmingham, Ala., states that the Birmingham Foundry & Machine Co. has recently secured an order for seven Corliss engines to be shipped to Cuba for use on sugar plantations.

TABLE OF CONTENTS.

EDITORIAL:	Page
An Iron Prediction.....	193
Business Methods Advancing.....	193
Common-Sense Conduct.....	193
Burdens of the State.....	193
Revolution in Economics.....	193

The Charleston Exposition.....	194
Little Rock's Business.....	194
Outlook for Iron in the Next Ten Years.....	194
Big Consolidation Proposed.....	195
The Pig-Iron Market.....	195
Iron Selling More Freely.....	195
England Is Thinking.....	196
Many Derricks Rise.....	196
In the Kentucky Oil Field.....	196
The Norfolk Railway & Light Co.....	197

RAILROADS:	
Two New Texas Lines.....	197
Brunswick & Birmingham.....	197
Abbeville to Nacogdoches.....	197
Mississippi Sound & Northern.....	197
Important West Virginia Project.....	197
New Clyde Liners.....	197
Oil for Locomotive Fuel.....	197
A \$4,000,000 Outlay.....	197
Western Maryland Improvements.....	197
New Cars for the Southern.....	197
Trainload of Southern Vinegar.....	197
Railroad Notes.....	197
New Line from Galveston.....	197

TEXTILES:	
As a Mill Worker Sees It.....	198
Trying to Stay Progress.....	198
The Cotton Movement.....	198
Textile Notes.....	198

COTTONSEED OIL:	
The Cotton-Oil Mills.....	199
Cottonseed at Memphis.....	199
Cottonseed-Oil Notes.....	199

LUMBER:	
Lumber in France.....	200
Lumber Market Reviews:	
Baltimore.....	200
Jacksonville.....	200
Norfolk.....	200
Mobile.....	200
Memphis.....	200
Beaumont.....	201
Lumber Notes.....	201

MECHANICAL:	
Gauge for Setting Knives on Cutterheads (Illus.).....	202
Improved Brick Machine (Illus.).....	202
Automatic Spoke Lathe (Illus.).....	202
A New Sturtevant Generating Set (Illus.).....	202
The Moffatt Improved Double-Acting Pump and Heater (Illus.).....	202
Jeffrey Peeling Table Conveyor (Illus.).....	202
Fay & Egan Cut-Off Saw and Gainer (Illus.).....	202
Improved Automatic Surface Grinding Machine (Illus.).....	202
Jeffrey Automatic End-Dump Acid-Phosphate Car (Illus.).....	202

PHOSPHATES:	
Phosphate Markets.....	204
Phosphate and Fertilizer Notes.....	204
Trade Notes.....	204
Trade Literature.....	204, 205